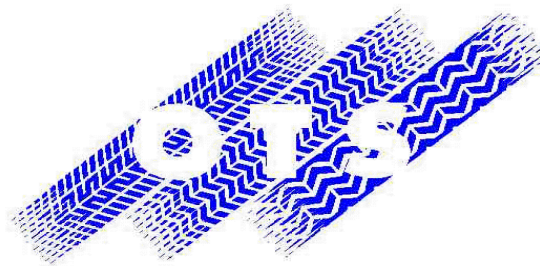


**CALIFORNIA OFFICE OF TRAFFIC SAFETY**

***2008 HIGHWAY SAFETY PLAN***



**HIGHWAY SAFETY PLAN**  
**FEDERAL FISCAL YEAR 2008**  
(October 1, 2007 through September 30, 2008)

**PREPARED FOR**

**U. S. DEPARTMENT OF TRANSPORTATION**  
**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**PREPARED BY**

**OFFICE OF TRAFFIC SAFETY**  
Christopher J. Murphy, *Director*

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# ***Table of Contents***

## **Part 1 Executive Summary (Performance Plan)**

Process Description .....	08-I-1
Performance Goals .....	08-I-16
Certifications and Assurances .....	08-I-41

## **Part 2 Program Areas**

Program Planning and Administration .....	08-PA-1
Alcohol and Other Drugs.....	08-AL-1
Community Based Organizations .....	08-CB-1
Emergency Medical Services.....	08-EM-1
Motorcycle Safety .....	08-MC-1
Occupant Protection .....	08-OP-1
Public Relations, Advertising and Marketing.....	08-PR-1
Pedestrian and Bicycle Safety .....	08-PS-1
Police Traffic Services .....	08-PT-1
Roadway Safety.....	08-RS-1
Traffic Records.....	08-TR-1
Equipment List .....	08-EQ-1

## **Part I**

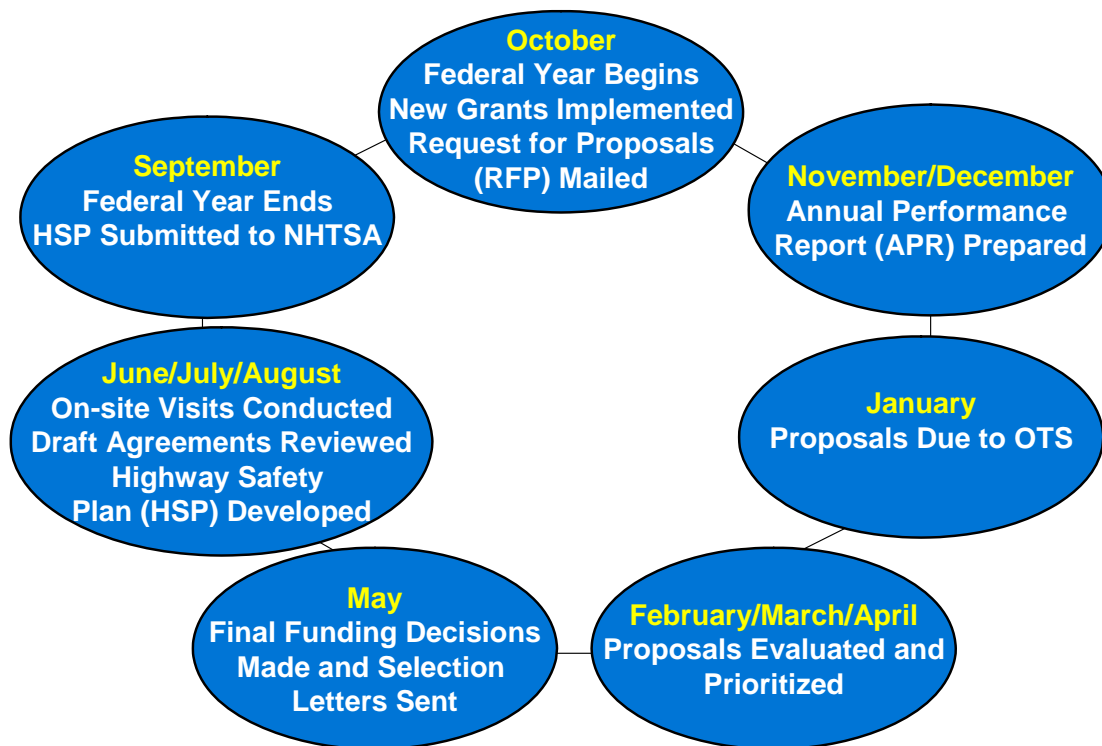
# **EXECUTIVE SUMMARY (PERFORMANCE PLAN)**

## PROCESS DESCRIPTION

The California Office of Traffic Safety's mission is to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions. Section 2900 of the California Vehicle Code requires the Office of Traffic (OTS) to develop a comprehensive plan to reduce traffic collisions and deaths, injuries, and property damage resulting from collisions. The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. The HSP describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all continuing and proposed new grants. The HSP presentation, contents, and format are designed to meet federal requirements.

Developing and implementing the HSP is a year-round activity.

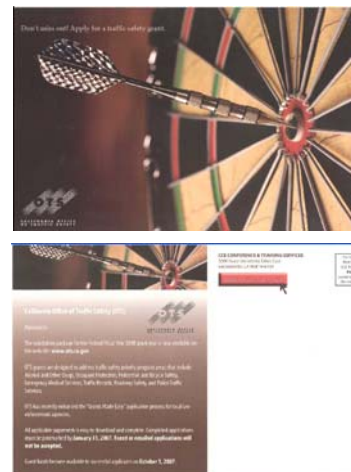
### OTS GRANT CYCLE



The process begins by projecting state and community highway safety grant program funding levels on the basis of the best available information. After initial funding estimates are made, planned costs for all grants continuing into the next fiscal year are identified. Continuing costs are deducted from estimated total available funds to arrive at the net dollars for planning new programs. Each grant displayed in the HSP (both new and continuing) will have the budgeted amount of funds for this fiscal year identified. For continuing grants, we are unable to recalculate each year's carry forward amount in order to show in outlying years. This is because the HSP is developed during the summer before the actual carry forward amounts are known for the continuing grants. Actual figures are transmitted via other documents.

The grants are designed to address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records and engineering. These priority areas correspond directly to specific problems in California.

The OTS grants selection process is very competitive. In November 2006, OTS mailed a postcard to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. The postcard directed potential grantees to the OTS internet website which had all of the information relevant to applying for a traffic safety grant, as well as downloadable forms to submit by the deadline dates.



OTS involves many participants in the process of developing projects and addressing traffic safety problems to help California achieve its traffic safety goals. For example, OTS has representation at all the Strategic Highway Safety Implementation Plan “behavioral” challenge area team meetings, networks with local and state representatives at the OTS Summit and/or Police Traffic Services Seminar, has actively participated in quarterly California Statewide Coalition on Traffic Safety Meeting, and seeks HSP development input from quarterly meeting of the Golden Gate Child Passenger Safety Alliance. Other participants in the HSP process include MADD, the Administrative Office of the Courts - through the Traffic Advisory Committee - and the statewide Traffic Records Coordinating Committee.

OTS screens grantee applicants against both quantitative and qualitative criteria. The proposals are rated against several criteria including potential traffic safety impact; collision statistics and rankings; seriousness of identified problems; and performance on previous grants. Along with reviewing the proposals, OTS analyzes traffic safety data and information available from the following information sources:

- **The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The California Highway Patrol (CHP) receives collision reports (Form 555) from all local police agencies, in addition to collision reports from their own area offices. CHP maintains the statewide database. The year 2005 collision data used in this HSP represents provisional data only.
- **The Traffic Accident Surveillance and Analysis System (TASAS)** - This system provides data pertaining to state and interstate highways and includes detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.
- **The Automated Management Information System (AMIS)** - This Department of Motor Vehicles (DMV) system contains records on all registered motor vehicles and all licensed drivers within the state.
- **The Arrest and Conviction File** - The Department of Justice (DOJ) maintains a record of all arrests made within the state, including the final disposition of each case.
- **Census Data** - The State Department of Finance provides population estimates.

Proposals from State and local agencies are carefully evaluated and selected for maximum statewide impact. OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS proposal review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January 31, 2007, OTS had received 290 proposal requests for funding.

In April 2007, OTS regional coordinators completed their analyses of these proposals and presented funding recommendations to OTS management. The Director finalized these recommendations and, on May 24, 2007, submitted an Issue Memorandum to the Business, Transportation and Housing (BT&H) Agency Secretary, Dale E. Bonner, presenting OTS' funding recommendations. On May 31, 2007, the BT&H Agency Secretary approved OTS' recommendations for funding for fiscal year 2008. OTS next submits a draft HSP to the BT&H Agency Secretary for approval by July 31, 2007. The state approved HSP will then be submitted to the National Highway Traffic Safety Administration (NHTSA) Western Region office by September 1, 2007.

OTS' goal is for 90 percent of all new grants to become operational by October 1, 2007. OTS grant regional coordinators monitor grantee performance throughout the year through Onsite Assessments, onsite Pre-Operational Reviews, Quarterly Performance Reports, Grantee Performance Reviews, email correspondence regarding grant revisions and general operational questions, and telephone conversations and meetings to discuss programmatic and fiscal issues.

#### **ENHANCEMENTS TO THE CURRENT PROCESS**

All application forms for grants are readily available on the OTS website. With all forms available on the site, agencies are able to easily download and complete the application process. At this point, OTS requires that hard copies of the proposals be mailed to OTS. However, OTS staff is currently analyzing the use of the Internet and e-mail system as a medium for receipt of proposals from the field.

OTS is organized by regions within the state. There are nine regions with ten Regional Coordinators assigned to the ongoing 371 grants. The regional grant assignments provide OTS Regional Coordinators the ability to network with cities and encourage proposal submittals from agencies with disproportionate traffic safety problems and from those who may have not received a recent or even a prior OTS grant. Another advantage of regional grant assignments is that local governmental agencies only have to contact a single OTS grant coordinator for information on various program areas. The regional concept helps build synergy within the region and is resulting in more comprehensive local grant programs. Additionally, the OTS regional grant assignments allow the grant coordinators to develop expertise in all program areas. Because the coordinators are familiar with their region, they have helped to develop regional grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for OTS program and fiscal staff. Refer to page 08-I-5 for regional map and appropriate OTS Regional Coordinator contact.

In addition to the Regional Coordinators during 2007, a grant was negotiated with the University of California at Berkeley to administer the alcohol mini-grant program. This "umbrella" grant concept enabled the OTS to provide more grants to local agencies, while lessening the workload for the Coordinators and fiscal staff. The same negotiation is now taking place for administration of the 2008 seat belt mini-grant program and is included within the appropriate section of this HSP. In addition, two Law Enforcement Liaisons, one in Northern California the other in Southern California, represent OTS to law enforcement agencies providing "hands on"

technical assistance on a more frequent basis than time allows for the Regional coordinators. During 2007, three retired annuitants coordinated State department and “DUI Avoid” grants thus allowing the Regional Coordinators to focus specifically within their region and reducing the number of grants assigned to each coordinator. OTS has also assigned each Coordinator as a specific Program Area Expert for each of the NHTSA priority program areas. A Special Projects Coordinator manages the database set up within OTS including financial tracking information, grant information and crash statistics. Finally, since the seat belt mini-grant program shifted to an “umbrella” grant, that coordinator during 2007 focused entirely on conducting Grantee Performance Reviews.

The OTS website ([www.ots.ca.gov](http://www.ots.ca.gov)) is constantly being reviewed to ensure a customer friendly site that meets the needs of agency personnel throughout the state. As mentioned previously, the site contains all the forms necessary to apply for a grant with information on timelines for submission.

Continued in the 2008 solicitation process were the “Grants Made Easy” templates for local law enforcement grants. “Grants Made Easy” significantly reduced the paperwork and time required to submit a proposal and finalize a grant agreement. Three programs were provided under “Grants Made Easy”:

(1) Selective Traffic Enforcement Program (STEP), (2) DUI Enforcement and Awareness Program, and (3) Vehicle Impound Program. These three programs include funding for best practice strategies shown to reduce traffic crashes and gain favorable media coverage. OTS gave priority-funding consideration to police departments submitting proposals under the “Grants Made Easy” program.



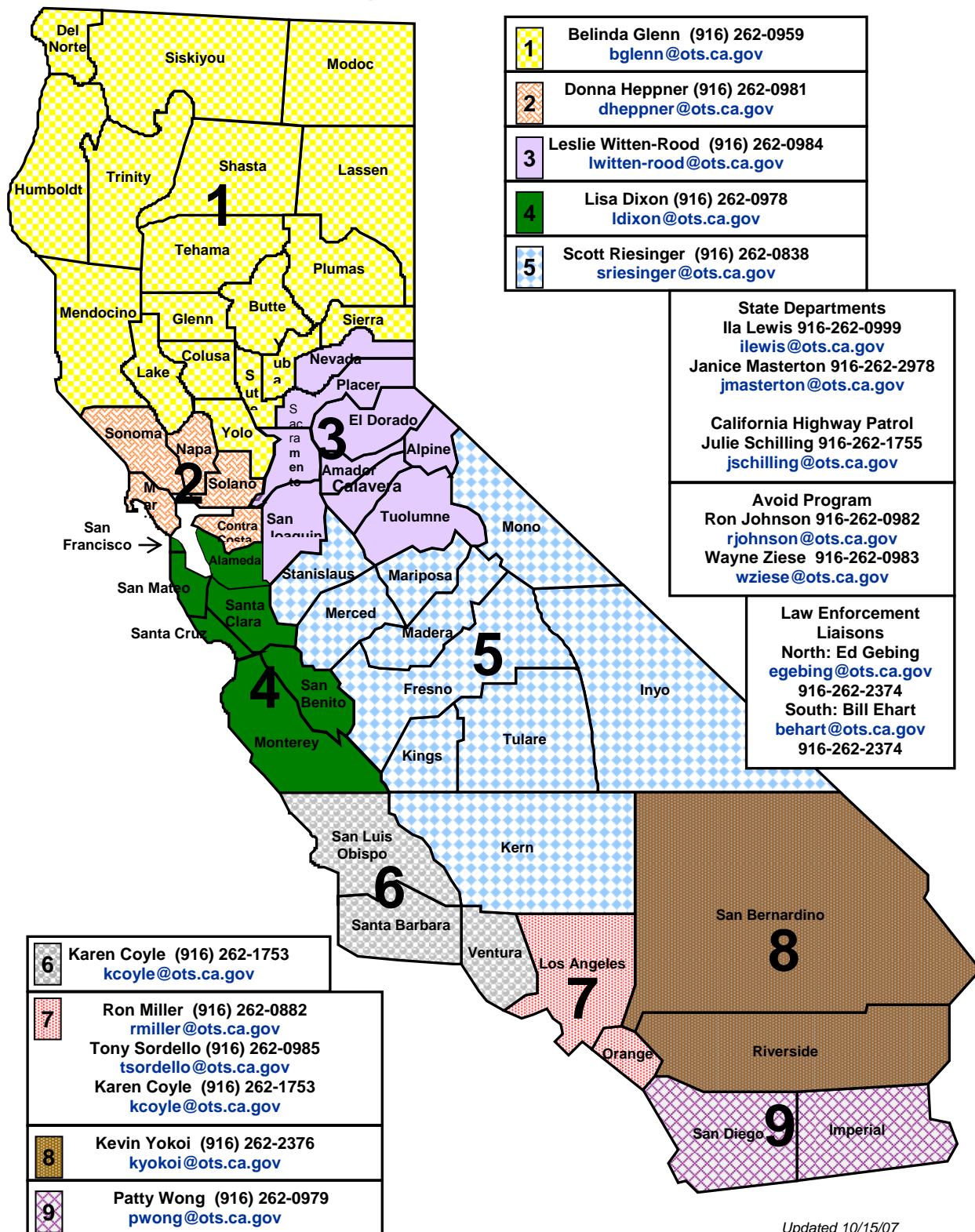
Last year, the grant agreement form was revised to eliminate unnecessary components in order to make the grant agreement process easier for grantees. This year, OTS staff requested an electronic version of each selected proposal, and developed a “pre-draft” agreement. By the end of June 2007, each OTS Coordinator conducted an pre-funding assessment of each grantee new to the OTS process at the grantee’s location. An electronic version of the pre-draft was provided to each grantee. Staff conducted the on-site assessment for experienced grantees via telephone. At this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of grantee effort required to meet the goals and objectives, and level of funding. The applicant was left to insert the agreed upon terms (i.e. number of checkpoints, educational efforts, etc.) and return the draft version to OTS. This process resulted in drafts being submitted to OTS earlier in the process. Our goal is to have the final version of each grant in house by August 31, 2007.

The website also contains two databases that provide information on crash statistics and grants. Utilizing the most recent SWITRS data, the crash database is searchable by entering a California city or county to show the crash problem specific for that area. The data includes overall rates, alcohol involved, speed related, pedestrian and many other categories. Each city is grouped by population category, thereby allowing for a comparison to other cities of like population. The grants database contains all currently active grants. As in the crash database, a selection of any city in the state will view all the current grants. The data provides an overview of the grant with contact information. Also included on the OTS website are sample proposals, program blueprints and a section on education programs that work. There is also a site for teachers, teens and younger children where they can get information for school and play a traffic safety game with the California Highway Patrol mascot, Chipper.

OTS staff is always on the lookout for ways to streamline our reporting processes, while maintaining the integrity of the documents and meeting all state and federal requirements. As

such, this year's HSP reflects the use of more tables in the program areas. The task description provides a narrative overview of the grants within the task; while the table provides a listing of each grant, the agency, and cost for the 2008 fiscal year.

## OTS Regions and Coordinators



## PROBLEM IDENTIFICATION OVERVIEW

NHTSA defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions. A contributing factor can be defined as an identifiable characteristic of drivers, pedestrians, vehicles, or roadways that are statistically higher in collision experience as compared to normal expectations.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities and injuries.

OTS has reviewed several recommendations for data collection and display sent forward by NHTSA and the Governor’s Highway Safety Representatives Association. Several of our data tables reflect these templates. OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. The problem identification process includes the development of collision rates for each California city and county (OTS Collision Rankings). The rates are calculated for population and vehicle miles of travel. The OTS Collision Rankings are available for public viewing on the OTS website.

Cities within population groupings are contrasted to determine if their collision rates are above or below the mean for cities in their category. Cities above the mean are targeted for more in-depth analysis. OTS staff solicits proposals with agencies that have significant problems, but who have not submitted proposals to address identified problems.

A profile of each jurisdiction is available and contains the following:

- Traffic collisions (fatal and injury collisions by city, county) along with information on collisions that involve alcohol/drugs, speed, hit-and-run, nighttime, Had Been Drinking (HBD) Drivers, pedestrians, and bicyclists.
- Demographic variables (e.g., age distribution).
- Driving under the influence (DUI) arrests.
- Primary Collision Factors (PCF) (e.g., unsafe speed, hit-and run, nighttime etc.).
- Normalizing variables (e.g., population and vehicle miles of travel).

Additional data elements can be added to the database as needed. OTS staff are trained to use the database as an additional tool for problem identification. Staff knowledge, experience and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be

further analyzed in terms of the time, day and month; age and sex of drivers; primary collision factor; and usage of safety equipment.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

## **PROGRAM/GRANT DEVELOPMENT**

The process of selecting new grants for federal fiscal year (FFY 2008) included the following major steps:

- Conduct problem identification.
- Establish goals and objectives.
- Review Proposals.
- Develop funding recommendations.
- Present funding recommendations to the BT&H Agency Secretary for approval.
- Prepare Highway Safety Plan.
- Prepare “pre-draft” grant agreements.
- Conduct grant pre-funding assessments.
- Review draft grant agreements.
- Approve final grant agreements.
- Conduct Pre-operational reviews.

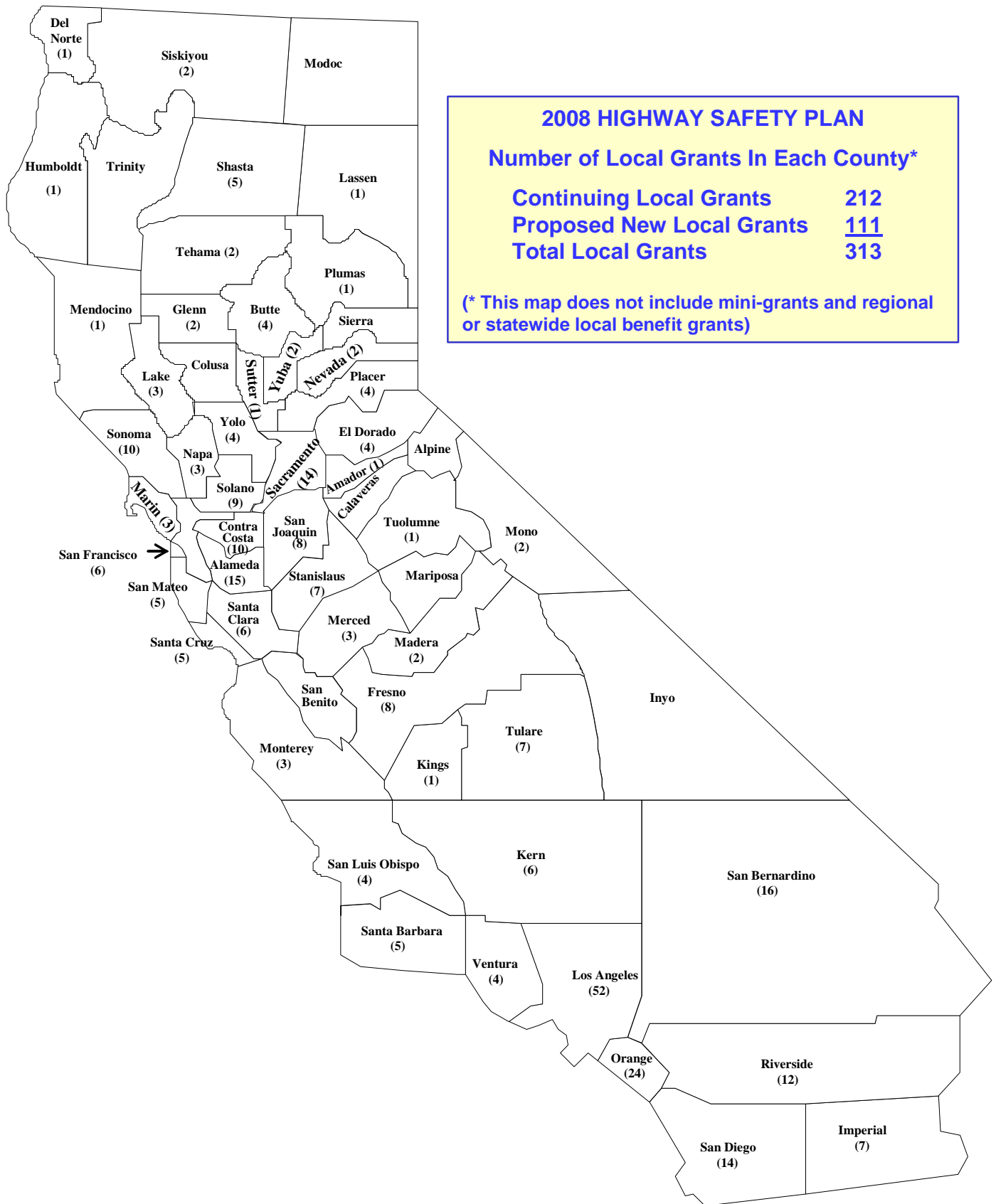
The OTS grant program stresses a community based approach giving communities the flexibility to structure highway safety programs in a way that meets their needs yet in a manner consistent with OTS’ statewide goals. Virtually all strata of society will be reached including various racial and ethnic groups, infants, children, teens, young adults and the elderly.

OTS funded grants address federally designated traffic safety priority areas that include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, motorcycle safety, and traffic records and engineering. Grants funded in the police traffic services; alcohol and other drugs, motorcycles, occupant protection, and pedestrian/bicycle safety are measured against aggressive yet attainable goals. The remaining priority areas (emergency medical services, traffic records, traffic engineering) support traffic safety goals through improved problem identification and analysis, along with better response times to collisions.

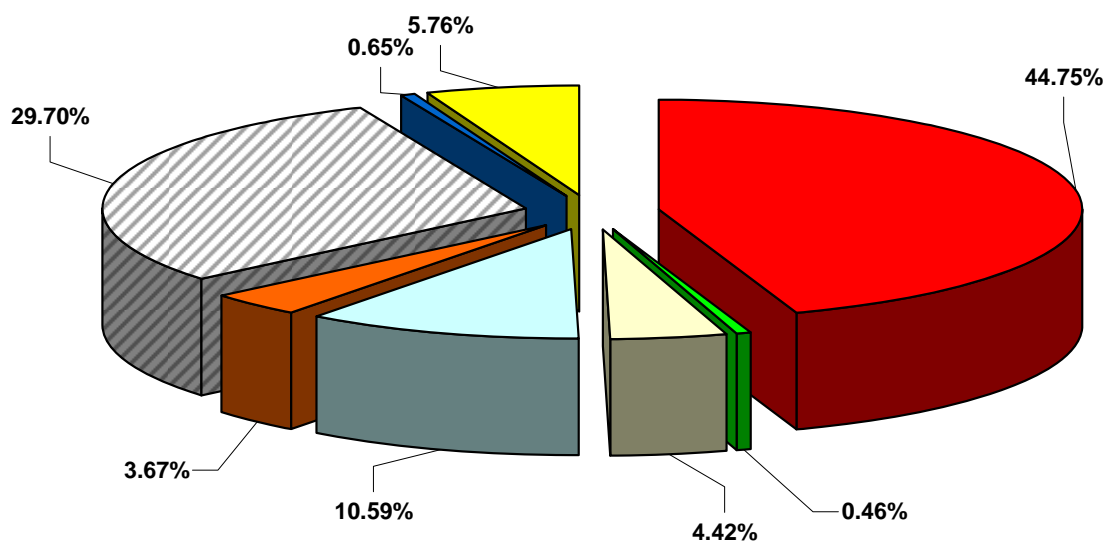
## 2008 CALIFORNIA HIGHWAY SAFETY PLAN OVERVIEW

The 2008 HSP includes approximately 371 grants; 231 grants continuing from prior years and 140 new grants. The table shown below reflects proposed new grants and continuing grants by program area.

GRANTS (FFY 2008)			
PROGRAM	PROPOSED (NEW)	CONTINUATION	TOTAL
Alcohol & Other Drugs	56	118	174
Community Based Organizations	1	2	3
Emergency Medical Services	11	2	13
Motorcycle Safety	0	2	2
Occupant Protection	10	16	26
Pedestrian & Bicycle Safety	9	19	28
Police Traffic Services	40	64	104
Roadway Safety	3	3	6
Traffic Records	10	5	15
<b>TOTAL</b>	<b>140</b>	<b>231</b>	<b>371</b>

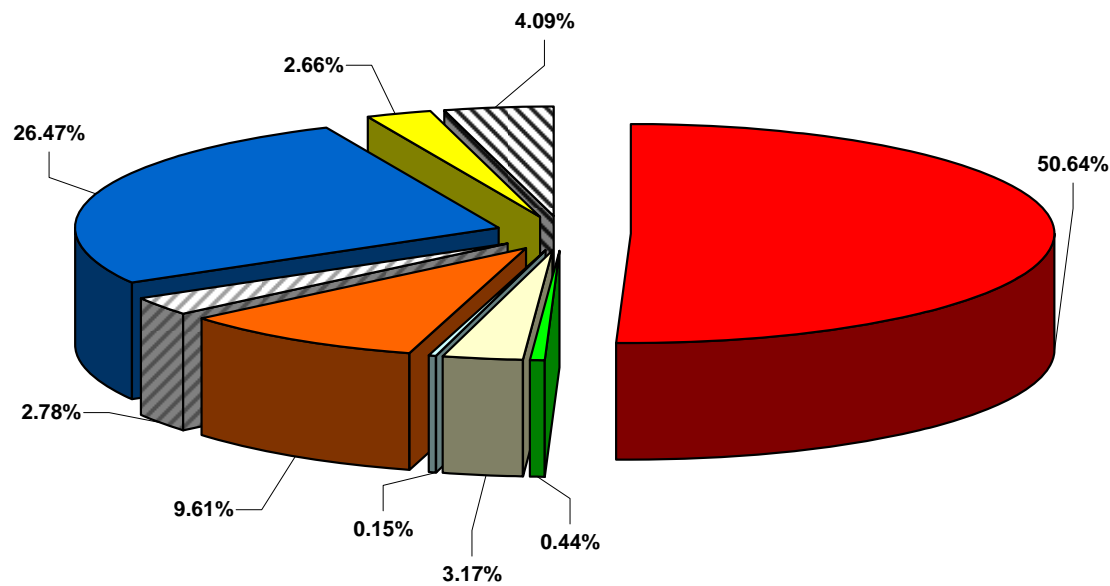


**PLANNED FUND DISTRIBUTION  
BY PROGRAM AREA  
NEW FFY 2008 GRANTS  
\$51,369,621**



■	ALCOHOL & OTHER DRUGS	\$22,986,327
■	COMMUNITY BASED ORGANIZATIONS	\$237,917
■	EMERGENCY MEDICAL SERVICES	\$2,271,672
■	OCCUPANT PROTECTION	\$5,441,340
■	PEDESTRIAN & BICYCLE SAFETY	\$1,885,091
■	POLICE TRAFFIC SERVICES	\$15,255,646
■	ROADWAY SAFETY	\$334,262
■	TRAFFIC RECORDS	\$2,957,366

**PLANNED FUND DISTRIBUTION  
BY PROGRAM AREA  
ALL ACTIVE GRANTS IN FFY 2008  
\$90,944,821**



ALCOHOL & OTHER DRUGS	\$46,612,600
192 Grants	
COMMUNITY BASED ORGANIZATIONS	\$399,072
EMERGENCY MEDICAL SERVICES	\$2,885,148
MOTORCYCLE SAFETY	\$132,929
OCCUPANT PROTECTION	\$8,739,017
PEDESTRIAN & BICYCLE SAFETY	\$2,529,557
POLICE TRAFFIC SERVICES	\$24,069,631
ROADWAY SAFETY	\$2,417,940
TRAFFIC RECORDS	\$3,721,351

## GOALS

### PROCESS FOR DEVELOPING GOALS

The goals identified in this report were determined in concert with the problem identification process. The goals were established for the various program priority areas (e.g., Alcohol and Other Drugs, Police Traffic Services, Occupant Protection, etc.); the specific thresholds and target dates were set based on past trends and our experience in California.

HSP goals are accompanied by appropriate performance measures and a description of the data sources used. Performance measures include one or more of the following:

- Absolute numbers (e.g., the number of alcohol-involved collisions).
- Percentages (e.g., the number of alcohol-involved collisions as a percent of total number of collisions).
- Rates (e.g., the number of alcohol-involved collisions per 1,000 population).

Collisions include fatal and injury collisions only. Graphs and charts are used to present historical trends and goals. Data for a three to ten-year period was utilized in setting goals. This was supplemented by the judgment of OTS staff and management.

### OVERALL PROGRAM GOAL

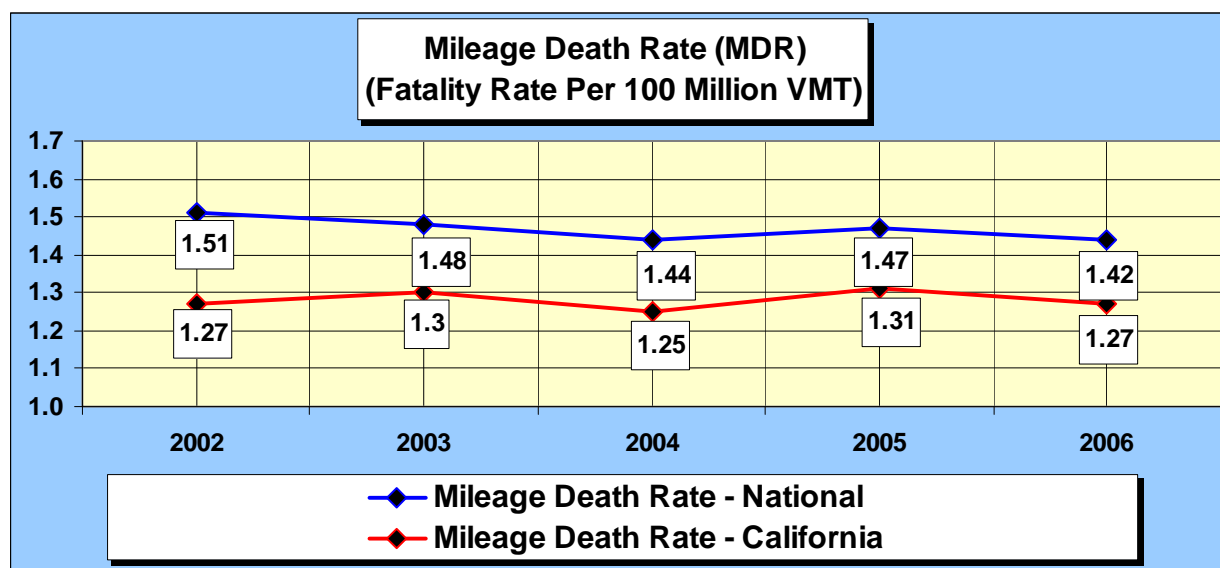
To facilitate activities/programs which contribute toward reducing the mileage death rate (MDR) from the 2002 rate of 1.27 fatalities per 100,000,000 vehicle miles of travel (VMT) to 1.0 by the year 2008. The state is currently at an MDR level of 1.27, while the national MDR is 1.42.

OTS recognizes that achievement of quantified goals is dependent not only on the work of OTS, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Over the last five decades the average decline in the mileage death rate has been 30 percent per decade. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs, should make the projected decline achievable.

MILEAGE DEATH RATES						
	2001	2002	2003	2004	2005	2006
CALIFORNIA	1.25	1.27	1.30	1.25	1.31	1.27
NATIONAL	1.51	1.51	1.48	1.44	1.47	1.42

## CALIFORNIA COLLISION DATA – 2002-2006

Data in this table is provisional and comes from the California Statewide Integrated Traffic Records System (SWITRS) unless otherwise indicated.



	2002	2003	2004	2005	2006
<b>Alcohol</b>					
Alcohol Related Fatalities	1,411	1,445	1,462	1,574	1,596
Alcohol Related Fatalities Age 16 -19	144	124	129	126	135
Alcohol Related Injuries	32,073	31,340	31,538	30,810	31,080
Alcohol Related Injuries Age 16 -19	3,645	3,321	3,364	3,164	3,295
Alcohol Related Fatalities Per 100 Million Vehicle Miles Traveled (VMT)	0.51	0.50	0.51	0.52	0.00
Percent of Drivers in Fatal Collisions at .08% and Above (FARS Data)	14.0%	14.2%	15.2%	15.0%	0.0%
Had Been Drinking (HBD) Drivers Age 19-25 in Fatal Collisions	321	329	323	381	364
Had Been Drinking (HBD) Drivers Age 16-19 in Fatal Collisions	109	92	94	80	92
Had Been Drinking (HBD) Drivers Age 16-19 in Injury Collisions	1,468	1,402	1,469	1,452	1,558

	2002	2003	2004	2005	2006
<b>Occupant Protection</b>					
Seat Belt Use Rate (CSU Fresno Observational Surveys)	91.1%	91.2%	90.4%	92.5%	93.4%
Teen Seat Belt Use Rate (CSU Fresno Observational Surveys)	N/A	N/A	82.6%	88.6%	90.8%
Child Safety Seat Use Rate (CSU Fresno Observational Surveys)	85.6%	86.6%	89.6%	86.8%	87.8%
Vehicle Occupants Under Age 4 Killed and Injured	2,946	2,763	2,235	2,114	2,771
Percent of Occupants Killed Restrained	53.7%	56.4%	62.4%	63.4%	67.5%
Percent of Occupants Age 16 -19 Killed Restrained	49.5%	53.2%	58.4%	66.4%	62.9%
Percent of Occupants Age 16 -19 Injured Restrained	87.2%	88.1%	89.8%	91.0%	91.0%
<b>Pedestrian</b>					
Pedestrian Fatalities	702	713	693	748	735
Pedestrian Injuries	14,377	13,954	13,889	13,551	13,465
Pedestrians Under Age 15 Killed	60	61	57	56	46
Pedestrians Under Age 15 Injured	3,980	3,569	3,409	3,088	2,925
Pedestrians Age 65 and Older Killed	172	191	163	164	159
Pedestrians Age 65 and Older Injured	1,353	1,373	1,279	1,305	1,313
<b>Bicycles</b>					
Bicyclist Fatalities	125	124	123	132	155
Bicyclist Injuries	11,462	10,795	11,085	10,471	10,344
Bicyclists Under Age 15 Killed	19	15	11	12	16
Bicyclists Under Age 15 Injured	3,080	2,725	2,749	2,405	2,143
Percent of Bicyclists Killed Helmeted	18.4%	20.2%	22.0%	15.2%	21.9%

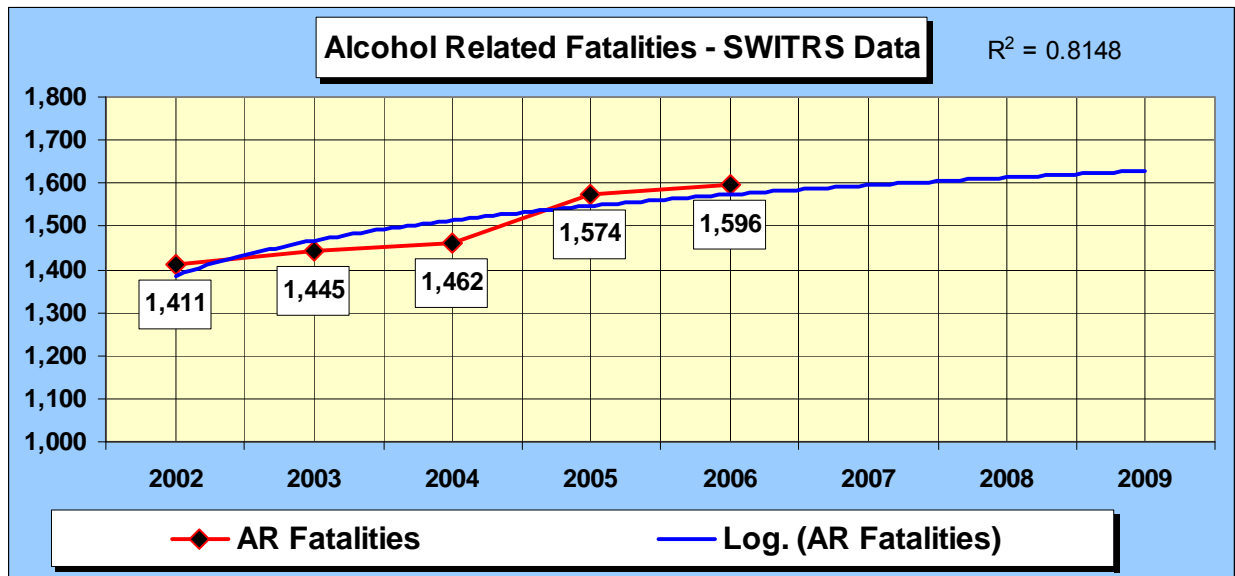
	2002	2003	2004	2005	2006
<b>Motorcycles</b>					
Motorcyclist Fatalities	322	368	350	404	433
Motorcyclist Injuries	8,786	9,681	9,488	9,345	10,181
Percent of Motorcyclists Killed Helmeted	87.9%	87.2%	85.7%	87.4%	84.3%
<b>Victims</b>					
Total Motor Vehicle Fatalities	4,089	4,225	4,094	4,304	4,195
Motor Vehicle Fatalities, Age 16 -19	456	443	414	446	412
Mileage Death Rate (MDR) (Fatality Rate Per 100 Million VMT)	1.27	1.30	1.25	1.31	1.27
Total Motor Vehicle Injuries	310,689	307,166	302,357	292,798	277,373
Motor Vehicle Injuries, Age 16 -19	36,596	35,211	34,297	32,898	30,683
<b>Rates</b>					
Fatality and Severe Injury Rate Per 100 Million VMT	5.5	5.3	5.4	5.3	5.2
Fatality Rate Per 100,000 Population	11.6	11.8	11.3	11.7	11.4
Fatality and Severe Injury Rate Per 100,000 Population	49.7	48.0	48.9	47.4	46.7
Fatal Intersection Collisions	669	740	700	725	712
Injury Intersection Collisions	65,862	64,537	63,031	60,945	58,084

## PERFORMANCE GOALS

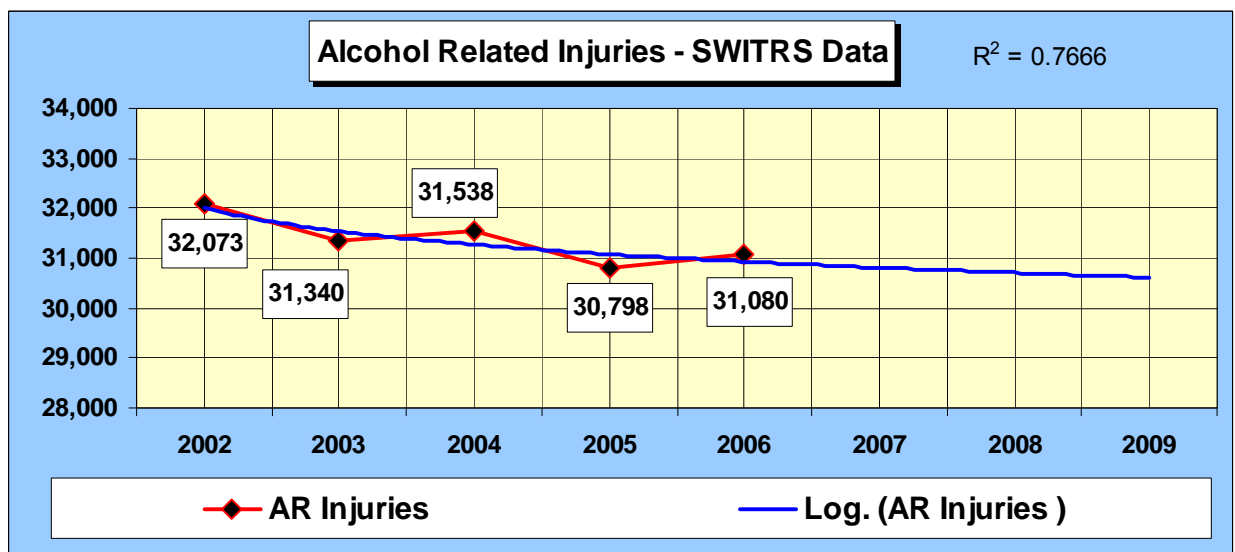
### ALCOHOL AND OTHER DRUGS

#### STATEWIDE GOALS

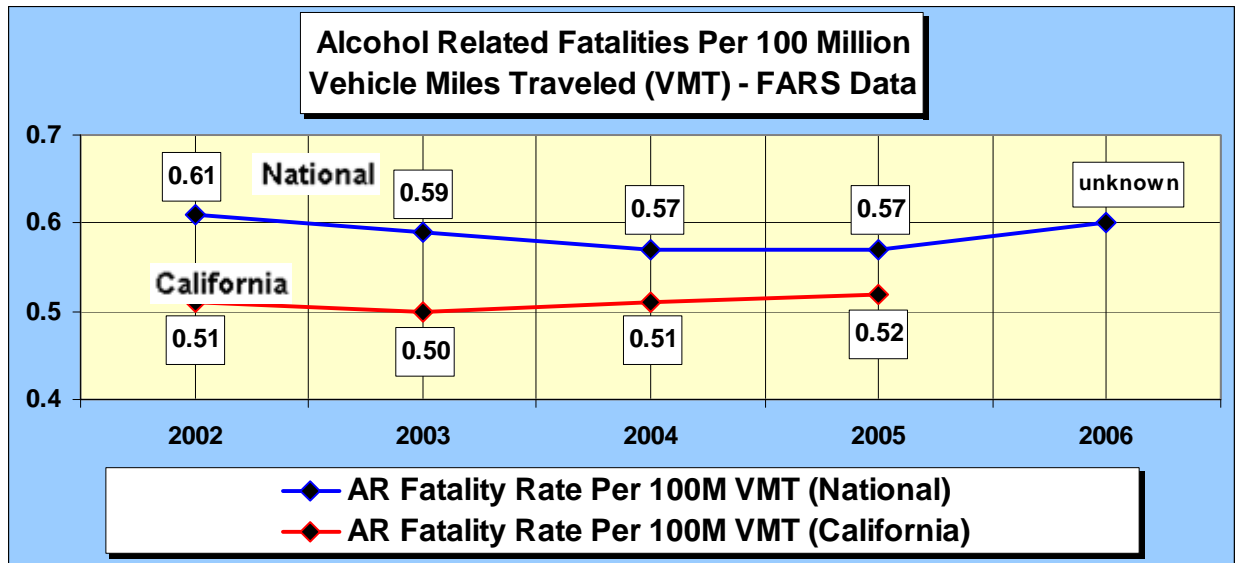
- To decrease the number of persons killed in alcohol-involved collisions 1.0 percent from the 2004 base period of 1,462 to 1,447 by December 31, 2008.



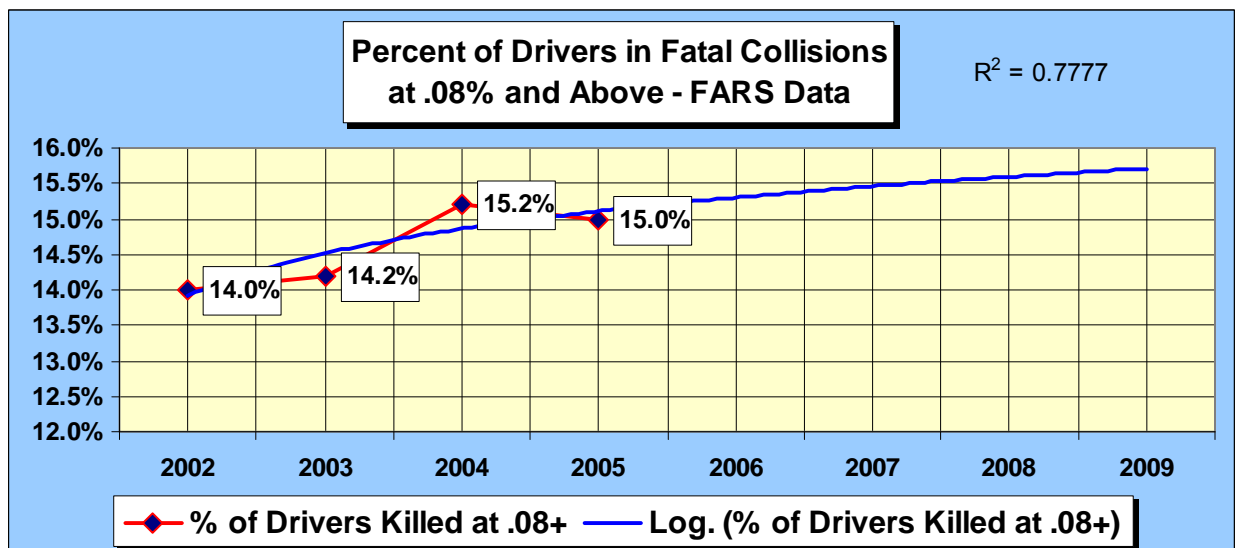
- To decrease the number of persons injured in alcohol-involved collisions 2.0 percent from the 2004 base period of 31,538 to 30,907 by December 31, 2008.



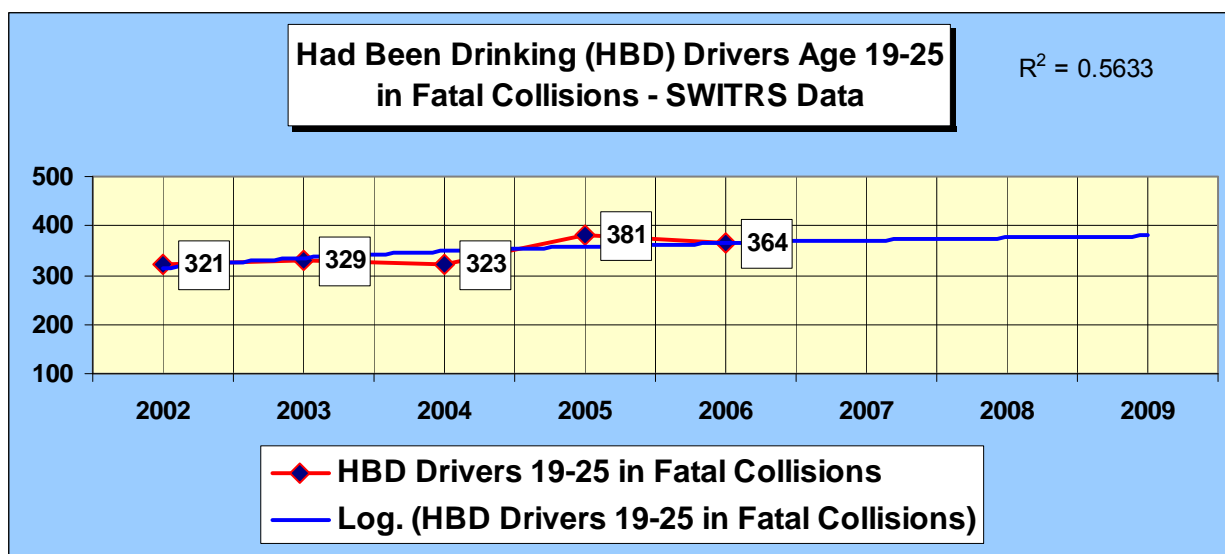
- To reduce alcohol related fatalities per 100 million vehicle miles traveled 0.02 points from the 2004 base year rate of 0.50 to 0.48 by December 31, 2008.



- To reduce the percentage of drivers in fatal collisions with a BAC of .08 or above 1.2 percentage points from the 2004 base period of 15.2 percent to 14.0 percent by December 31, 2008.



- To reduce the number of Had Been Drinking (HBD) drivers age 19-25 in fatal collisions .5 percent from the 2004 base period of 323 to 321 by December 31, 2008.



#### FUNDED GRANTS GOALS

- To reduce the number of persons killed in alcohol-involved collisions five percent by September 30, 2008.
- To reduce the number of persons injured in alcohol-involved collisions six percent by September 30, 2008.
- To reduce hit-and-run fatal collisions five percent by September 30, 2008
- To reduce hit-and-run injury collisions five percent by September 30, 2008.
- To reduce nighttime (2100 - 0259 hours) fatal collisions five percent by September 30, 2008.
- To reduce nighttime (2100 - 0259 hours) injury collisions five percent by September 30, 2008.
- To reduce Had Been Drinking (HBD) drivers under age 21 in fatal and injury collisions by five percent by September 30, 2008.

#### IMPACT PROGRAMS/STRATEGIES

- Fund five Regional Traffic Safety Resource Prosecutors (TSRP's) to provide specialized expertise needed for local prosecutors. TSRP's will help ensure that all prosecutors have ready access to the information and resources they need to meet and overcome all-too-common hurdles in DUI prosecutions.
- Fund the University of California to administer a \$4.46 million Sobriety Checkpoint Program for Local Law Enforcement Agencies.

- Continue a “Statewide DUI Prosecutor Training and Education Grant” to provide district attorneys with ready access to the latest training, sample pleadings, motions and briefs for DUI prosecution.
- Fund the Administrative Office of the Courts to implement a statewide program to bring a plethora of proven education programs to middle and high school students that may include Real DUI Trials, Courtroom to School Room, and the Courage to Live programs. These innovative programs bring to school auditoriums actual DUI court trials and the sentencing of actual convicted DUI offenders to increase awareness about the consequences of drinking and driving.
- Fund Probation Departments to target repeat DUI offenders who violate probation terms or who fail to appear in court. Funded strategies include intensive supervision, unannounced home contacts and searches, surveillance operations, highly publicized warrant service operations, alcohol and drug testing, and the distribution of “Hot Sheets” to local law enforcement agencies.
- Promote the “Report a Drunk Driver – Call 911” Campaign and “Drunk Driving. Over the Limit. Under Arrest.”
- Fund the distribution of Portable Evidentiary Breath Testing (PEBT) and Evidential Portable Alcohol System (EPAS) devices, DUI trailers, and other DUI enforcement equipment. to local law enforcement agencies.
- Fund statewide Drug Recognition Evaluator (DRE) training, and train the trainer programs.
- Fund statewide NHTSA-certified Standardized Field Sobriety Testing (SFST) training to traffic and patrol officers.
- Fund DUI enforcement and education efforts in college campus communities.
- Fund the Department of Alcoholic Beverage Control to utilize an Ad Hoc Advisory Committee to create, establish, review, and approve the Responsible Beverage Service (RBS) standards for curriculum.
- Increase DUI conviction rates by surveying counties with disproportionately low DUI conviction rates to determine corrective action needed to improve conviction rates.
- Fund juvenile alcohol-free/school community events such as Sober Graduation, Friday Night Live, and Club Live.
- Fund “Visitation Programs” for youthful DUI offenders, coordinating sessions with courts, trauma centers, and law enforcement agencies.
- Fund comprehensive community alcohol programs that include enforcement, public education, community organization, and judicial liaison and training.
- Fund the Department of Alcoholic Beverage Control to award local law enforcement agencies mini grants to conduct underage drinking prevention and enforcement activities and operations.
- Fund DUI education and enforcement programs that are specifically designed to reach individuals aged 19 through 25. Programs include the Sober Driver Initiative, the TRACE

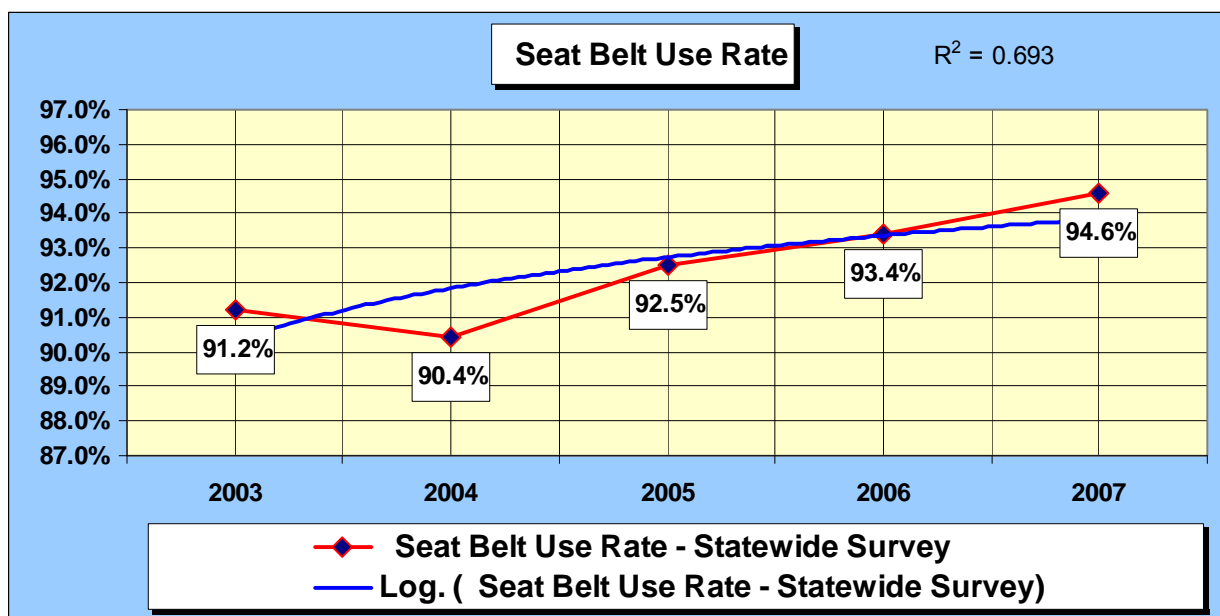
program, utilizing peer educators and enforcing underage drinking laws.

- Fund alcohol screening and brief intervention programs at UC Irvine and Davis trauma centers and Sacramento County Jail addressing trauma patients with positive blood alcohol levels.
- Expand the funding of handheld DUI report writing and records management equipment technology.
- Expand the statewide multi-agency “DUI AVOID” Campaigns and officer recognition programs that focus on winter, Memorial, July 4<sup>th</sup>, Labor Day and other holiday periods.
- Fund training for judicial officials to improve the adjudication process involving DUI convictions, to promote assurance that restitution fines and orders are requested by district attorneys and probation officers and then imposed by judges and commissioners, and to enhance judiciary personnel knowledge of DUI laws and issues and vertical prosecution.
- Promote the development and distribution of “ho to” manuals that model successful DUI programs.
- Expand the statewide multi-agency “DUI AVOID” enforcement/media campaigns and officer recognition programs that focus on the Winter Mobilization, Memorial Day weekend, July 4<sup>th</sup> Independence Day weekend, Summer/Labor Day Mobilization and other holiday periods or local events with identified impaired driving issues.
- Fund training and technical assistance to schools, colleges, and community groups statewide to assist in the development of youth-driven anti-DUI campaigns.

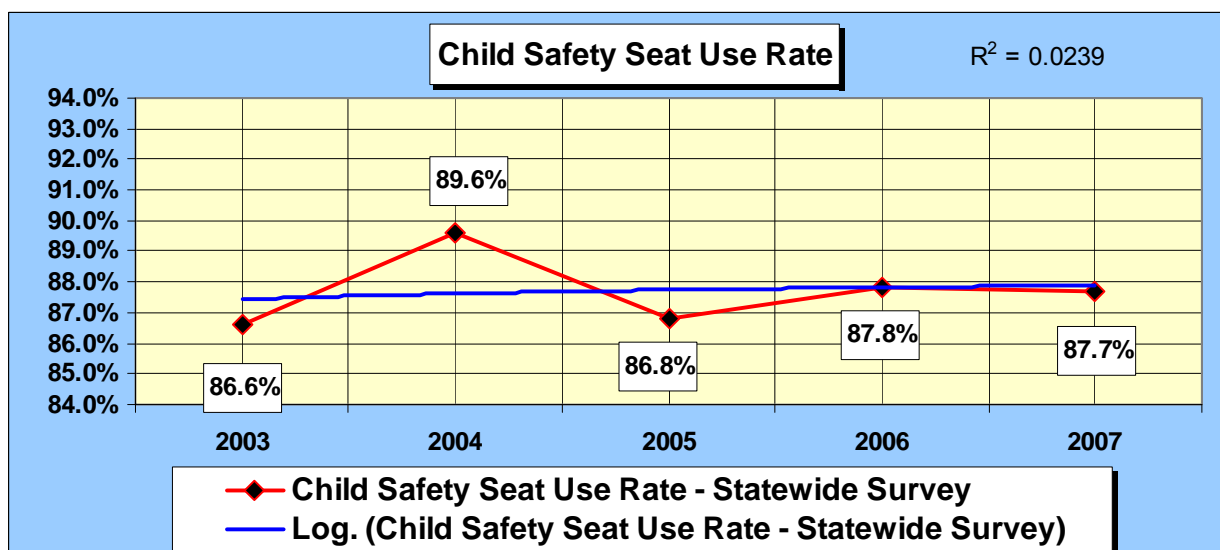
## OCCUPANT PROTECTION

### STATEWIDE GOALS

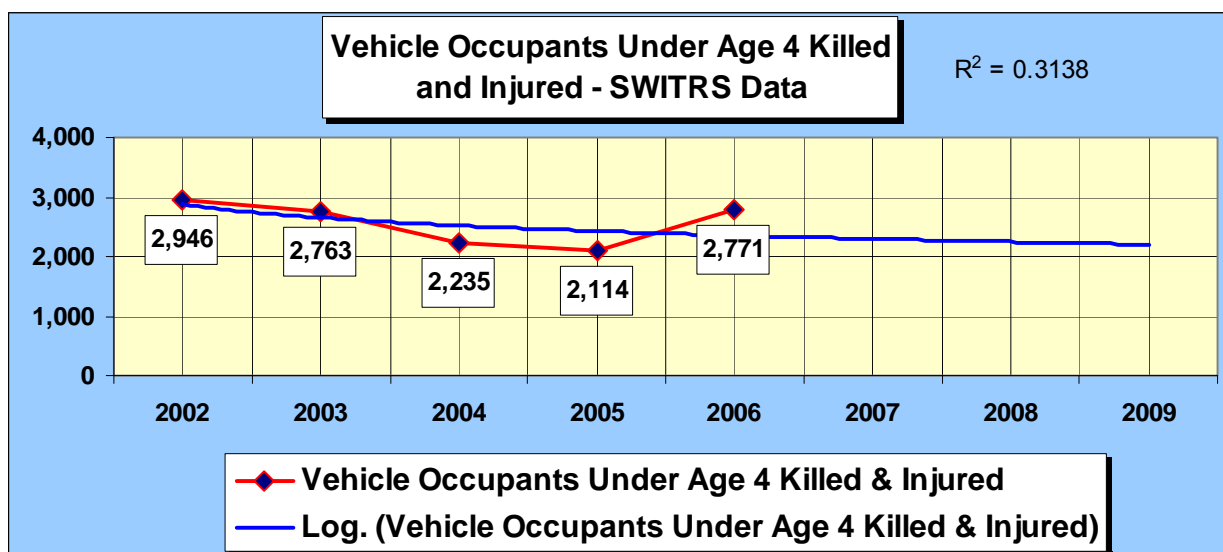
- To increase statewide seat belt compliance 4.6 percentage points from the 2004 base compliance rate of 90.4 percent to 95.0 percent by December 31, 2008.



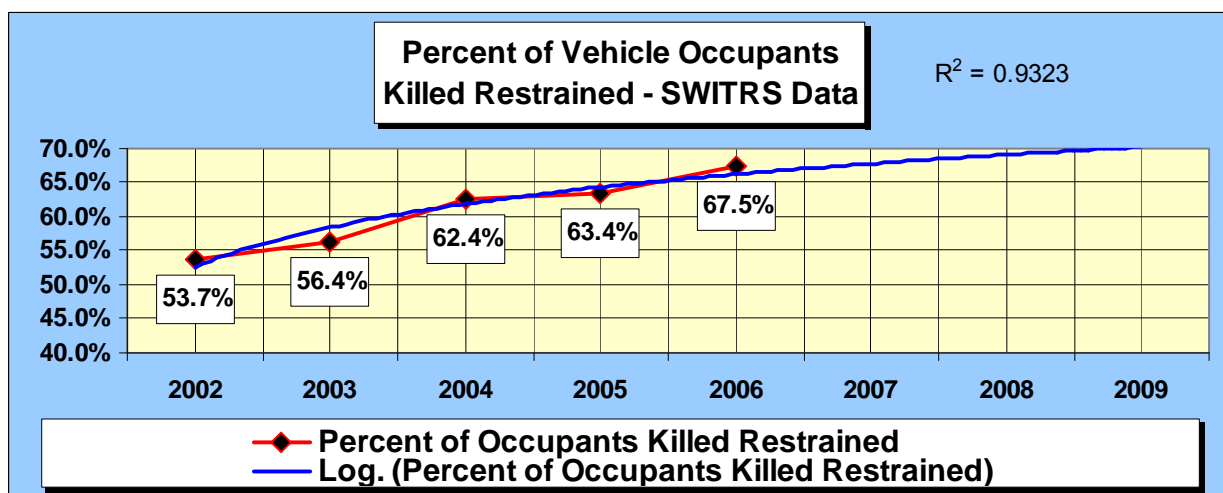
- To increase statewide child safety seat compliance 1.0 percentage point from the 2004 compliance rate of 89.6 percent to 90.6 percent by December 31, 2008.



- To reduce the number of vehicle occupants killed and injured under the age of four, 6.0 percent from the 2004 base period of 2,235 to 2,100 by December 31, 2008.



- To increase the percent of restrained vehicle occupant fatalities 2.6 percentage points from the 2004 base period of 62.4 percent to 65 percent by December 31, 2008.



## FUNDED GRANTS GOALS

- To increase seat belt compliance five percentage points by September 30, 2008.
- To increase child safety seat usage six percentage points by September 30, 2008.
- To reduce the number of vehicle occupants killed and injured under the age of four by ten percent by September 30, 2008.

## **IMPACT PROGRAMS/STRATEGIES**

### **OCCUPANT PROTECTION – GENERAL**

- Engage a panel of experts through NHTSA to conduct an assessment of the states occupant protection program.
- Increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- Develop occupant protection educational programs among multicultural and diverse ethnic populations.
- Conduct spring and summer statewide surveys of seat belt usage rate of front-seat occupants and infant/toddlers in any vehicle position.
- Urge the media to report occupant restraint usage as a part of every collision.
- Encourage participation in statewide and national Public Information and Education (PIE) campaigns and join with NHTSA to conduct the “Click It or Ticket”, Buckle Up America Campaign, National Safe Kids Coalition “Give Kids a Boost” Campaign, National Child Passenger Awareness Week.
- Urge judges to support strict enforcement of occupant protection laws and provide information at judge’s conferences and traffic adjudication workshops.

### **SEAT BELT SAFETY**

- Fund the University of California at Berkeley to administer a \$3 million “Click it or Ticket” Mini Grant program for Local law Enforcement Agencies.
- Fund the California Highway Patrol (CHP) to develop a statewide program focusing on teen seat belt use. The program would include “High School Seat Belt Challenge” programs, which are designed to raise awareness and promote seat belt use through a good-natured, student run competition on high school campuses. Seat belt enforcement will be conducted near high schools with low seat belt compliance.

### **CHILD PASSENGER SAFETY**

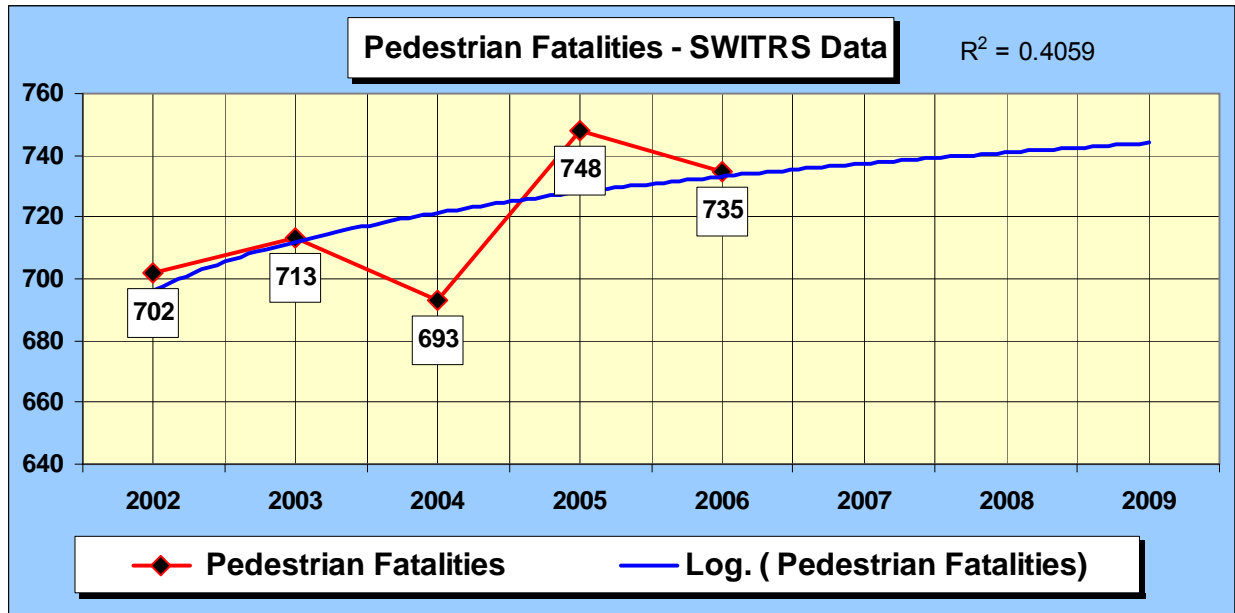
- Educate parents, caregivers, law enforcement, emergency services personnel, health care providers on the child safety seat, booster seat, and back seat law including seating positions for children in air bag equipped vehicles, and raise the awareness of vehicle/child safety seat compatibility.
- Work closely with community based organizations to promote correct child safety use at both the neighborhood and community levels, including low income, culturally diverse, foster families and child protective service workers.
- Include educational outreach relative to the consequences of leaving children unattended in or around vehicles in all child passenger safety brochures, press releases, PSAs, and speaking opportunities.

- Continue the NHTSA's standardized Child Passenger Safety Technician and Instructor Training Programs, including Operation Kids for Law Enforcement and RN's, Moving Kids Safely in Child Care, and renewal and update refresher classes.
- Establish new child safety seat "fitting stations" to ensure proper installation and instructions of occupant restraints in vehicles.
- Work with local Safe Kids Coalitions to promote safety for young children and to reduce non-intentional injuries and fatalities relating to those areas of child safety seat compliance.
- Continue low cost programs for "special needs" children, and provide health care professionals with education and access to the "special needs" child safety seats.
- Continue building the capacity of the 61 local health departments' SB 1073 programs to work effectively with the local courts, law enforcement, referral agencies, home and day care providers, preschools, hospital and clinic providers, schools, private industry, media, and community agencies.
- Incorporate Violator's Education Programs into adult education or related programs.
- Continue to promote child safety seat "checkups" to educate parents and caretakers on correct child safety seat usage.
- Provide ongoing occupant protection program and epidemiological technical assistance.
- Continue specific public health care system task forces to assess current child passenger safety policies and procedures, make program improvements, arrange for staff training, address program barriers, and review educational materials.
- Continue to standardize all educational materials, forms, and written policies through health care facilities to ensure consistency and up-to-date information.

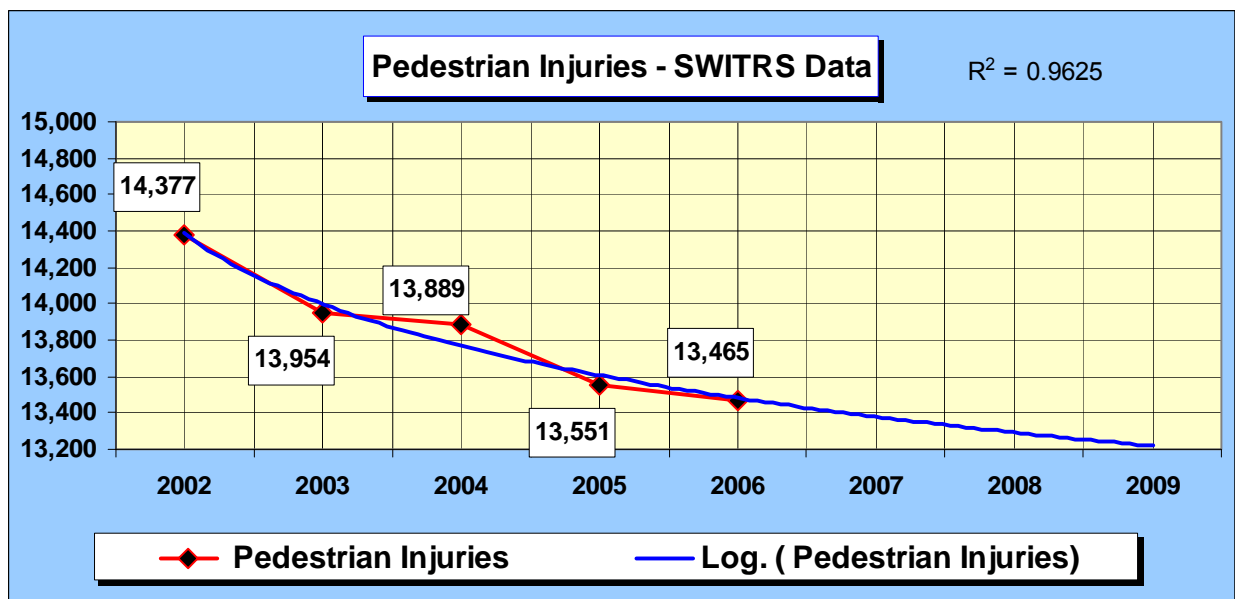
## PEDESTRIAN SAFETY

### STATEWIDE GOALS

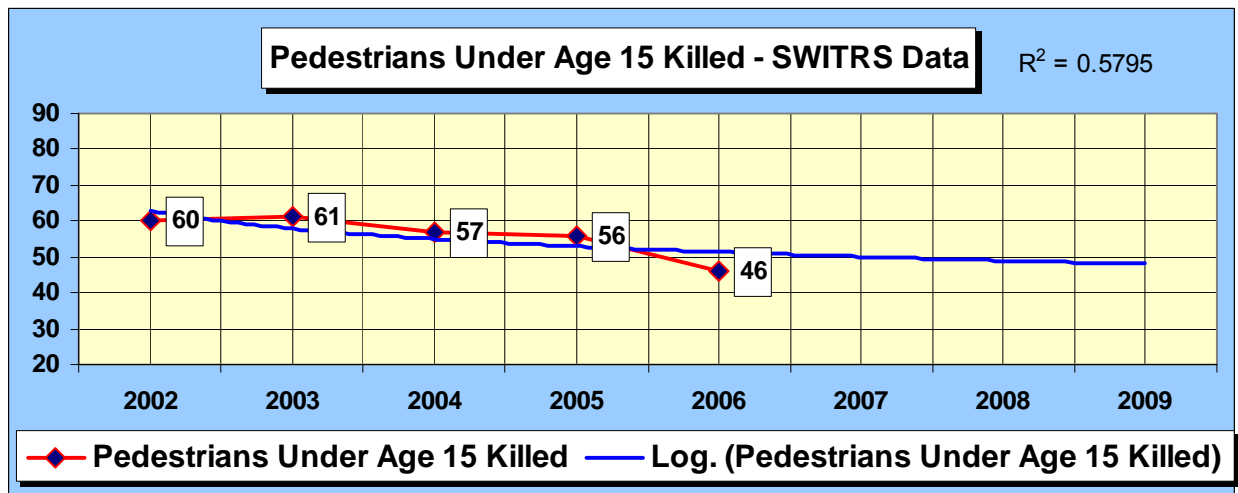
- To reduce the number of total pedestrians killed 1.5 percent from the 2004 base period of 693 to 683 by December 31, 2008.



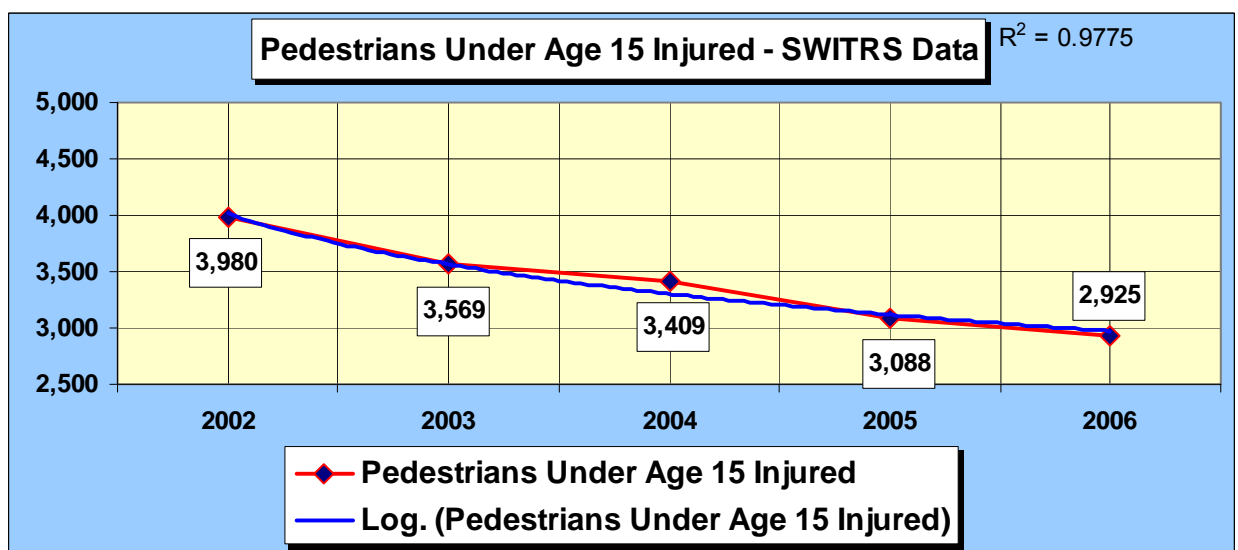
- To reduce the number of total pedestrians injured 6.0 percent from the 2004 base period of 13,889 to 13,056 by December 31, 2008.



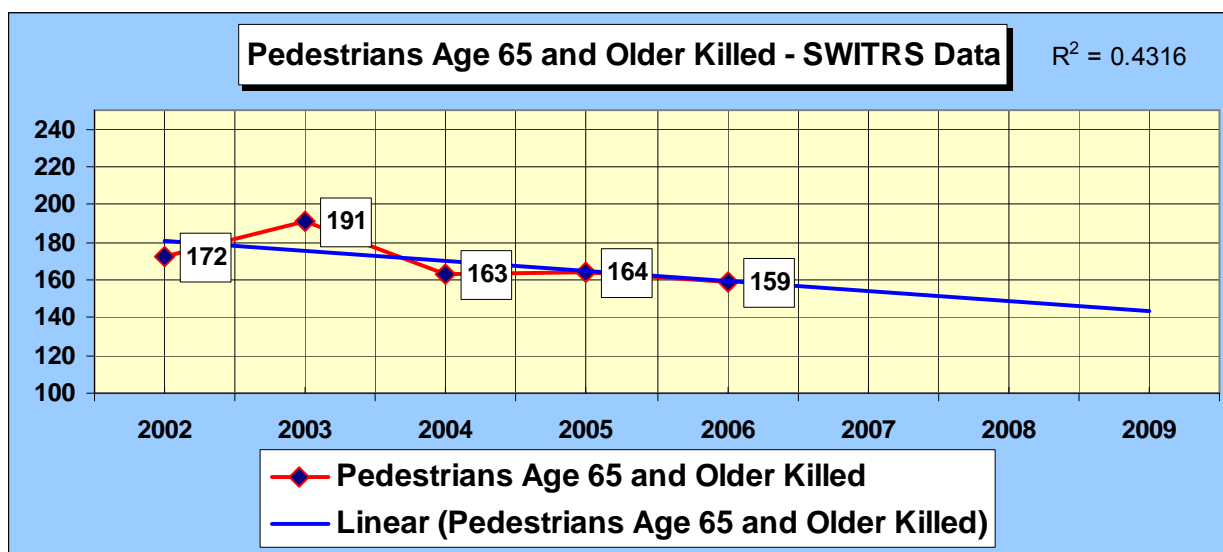
- To reduce the number of pedestrians killed under age 15 by 3.0 percent from the 2004 base period of 57 to 55 by December 31, 2008.



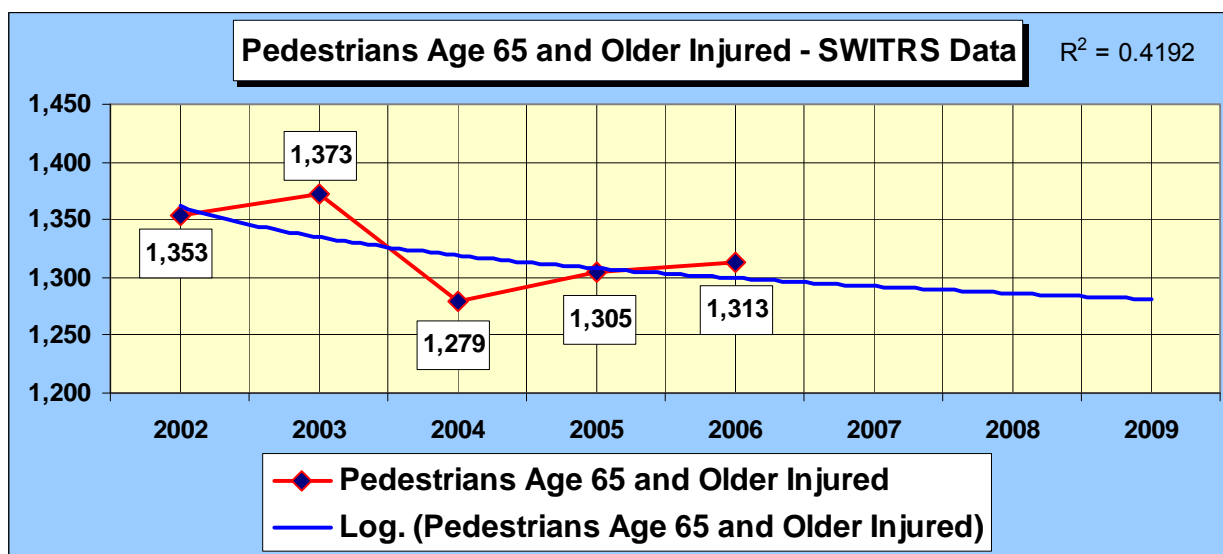
- To reduce the number of pedestrians injured under age 15 by 13 percent from the 2004 base period of 3,409 to 2,966 by December 31, 2008.



- To reduce the number of pedestrians killed, age 65 and older 5.0 percent from the 2004 base period of 163 to 155 by December 31, 2008.



- To reduce the number of pedestrians injured, age 65 and older 2.0 percent from the 2004 base period of 1,279 to 1,253 by December 31, 2008.



#### FUNDED GRANTS GOALS

- To reduce the total number of pedestrians killed eight percent by September 30, 2008.
- To reduce the total number of pedestrians injured ten percent by September 30, 2008.
- To reduce the number of pedestrians killed under the age of 15 by nine percent by September 30, 2008.

- To reduce the number of pedestrians injured under the age of 15 by 11 percent by September 30, 2008.
- To reduce the number of pedestrians killed over the age of 65 by seven percent by September 30, 2008.
- To reduce the number of pedestrians injured over the age of 65 by five percent by September 30, 2008.

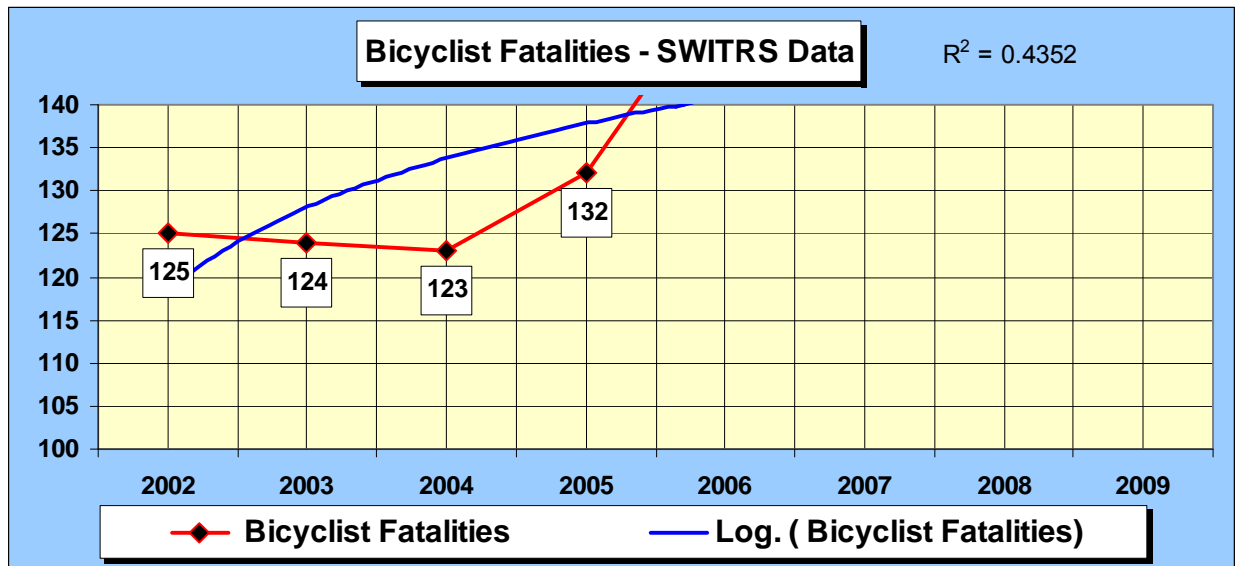
## **IMPACT PROGRAMS/STRATEGIES**

- Encourage the implementation of effective Senior Citizen Traffic Safety Education programs at senior, community centers.
- Increase the awareness of traffic safety through specially tailored programs for the promotion of safe behavior as drivers and pedestrians.
- Perform pedestrian safety programs at elementary, middle and high schools, as well as, after school and summer programs to create positive and safer attitudes as pedestrians and reinforce traffic safety responsibility.
- Continue intensive multicultural and age-specific public education campaigns addressing safer driving and walking behaviors conducive to pedestrian safety for high-risk populations and locations.
- Support the acquisition of lighted crosswalk devices to be installed by the agency at non-signalized intersections and mid block crossings coupled with a public information component to highlight the proper use of these devices as well as their efficiency – must be installed off the Federal Aid System.
- Assist local jurisdictions with their master plans to improve overall traffic by implementing pedestrian flashing beacons to ensure the presence of pedestrians in intersections and/or crosswalks, and pedestrian countdown devices to alert the pedestrian of his/her safe crossing span of time – must be installed off the Federal Aid System.
- Develop and implement training and screening at trauma centers to address problems of age related driving disorders in hospitalized senior patients.

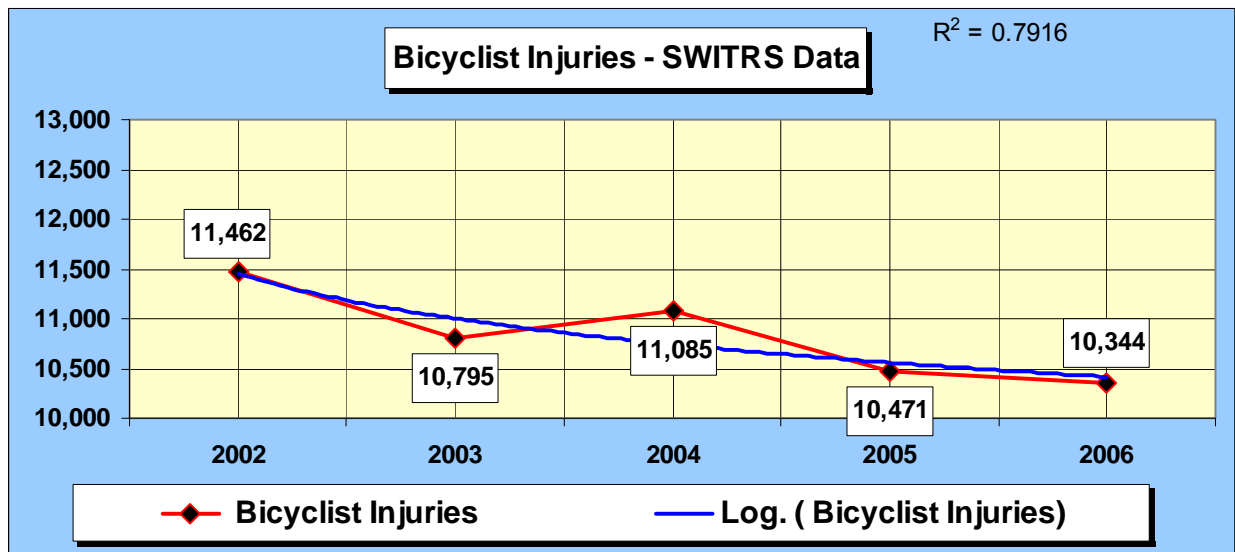
## BICYCLE SAFETY

### STATEWIDE GOALS

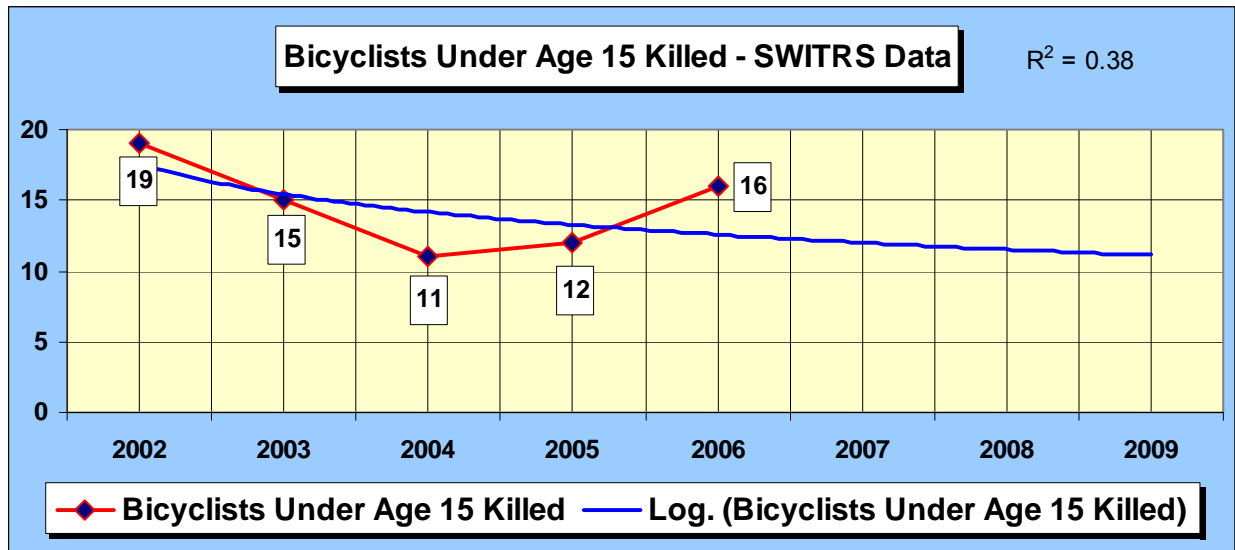
- To reduce the number of total bicyclists killed 3.0 percent from the 2004 base period of 123 to 119 by December 31, 2008.



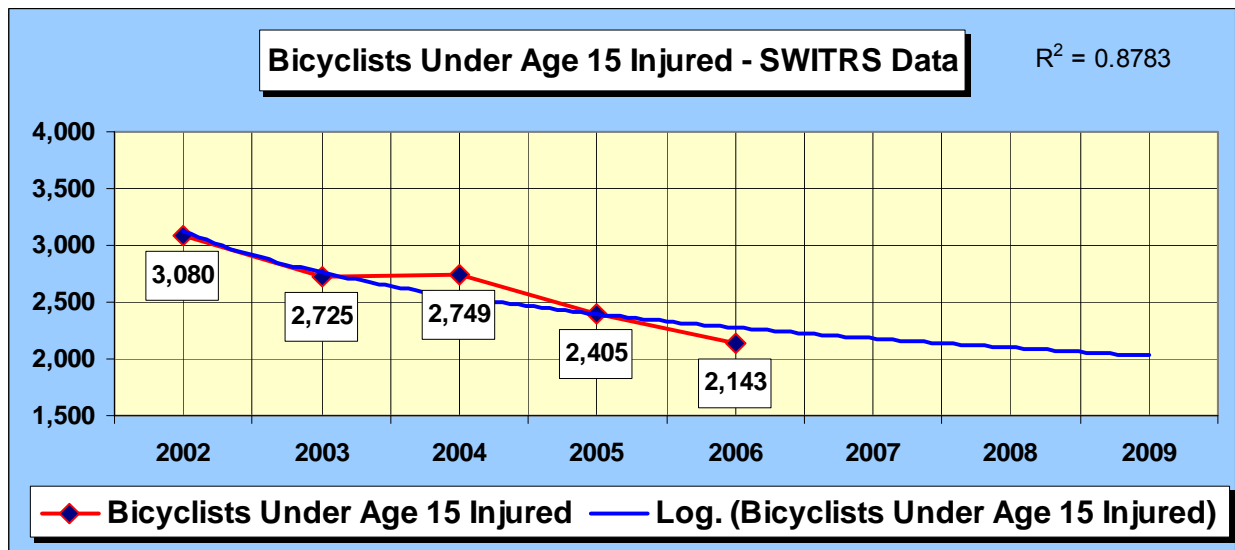
- To reduce the number of total bicyclists injured 7.0 percent from the 2004 base period of 11,085 to 10,309 by December 31, 2008.



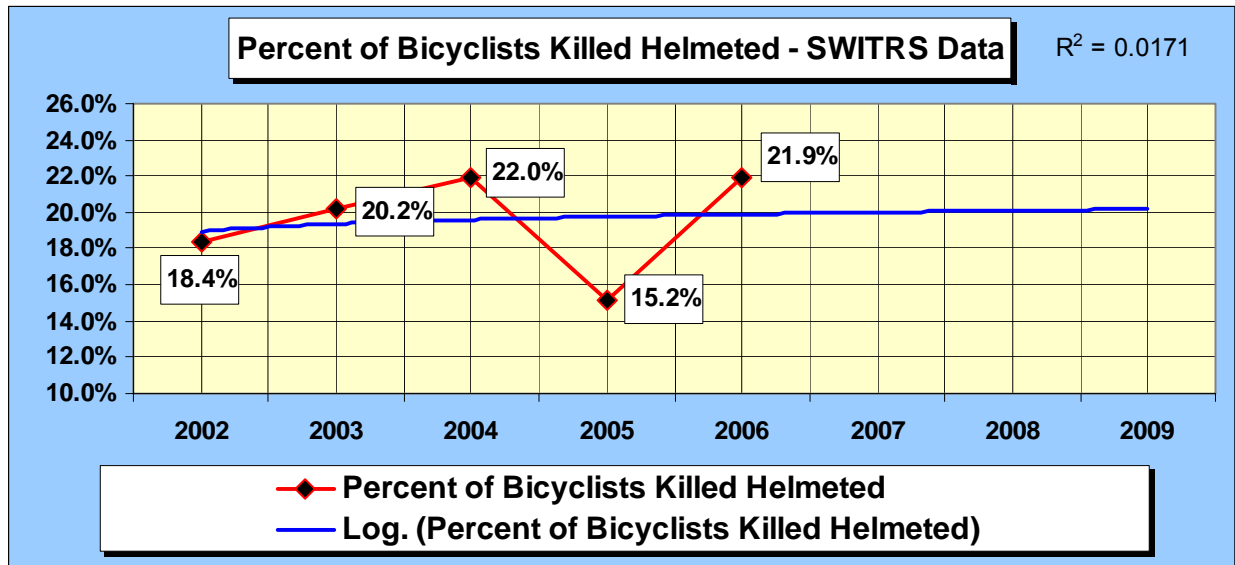
- To reduce the number of bicyclists killed under age 15 by 15.0 percent from the 2004 base period of 11 to 9 by December 31, 2008.



- To reduce the number of bicyclists injured under age 15 by 25 percent from the 2004 base period of 2,749 to 2,062 by December 31, 2008.



- To increase the percent of helmeted bicyclists killed 1.0 percentage point from the 2004 base period of 22.0 percent to 23.0 percent by December 31, 2008.



#### FUNDED GRANTS GOALS

- To reduce the total number of bicyclists killed in traffic related collisions ten percent by September 30, 2008.
- To reduce the total number of bicyclists injured in traffic related collisions ten percent by September 30, 2008.
- To reduce the number of bicyclists killed in traffic related collisions under the age of 15 by seven percent by September 30, 2008.
- To reduce the number of bicyclists injured in traffic related collisions under the age of 15 by ten percentage points by September 30, 2008.
- To increase bicycle helmet compliance for children aged 5 to 18 by 25 percentage points by September 30, 2008.

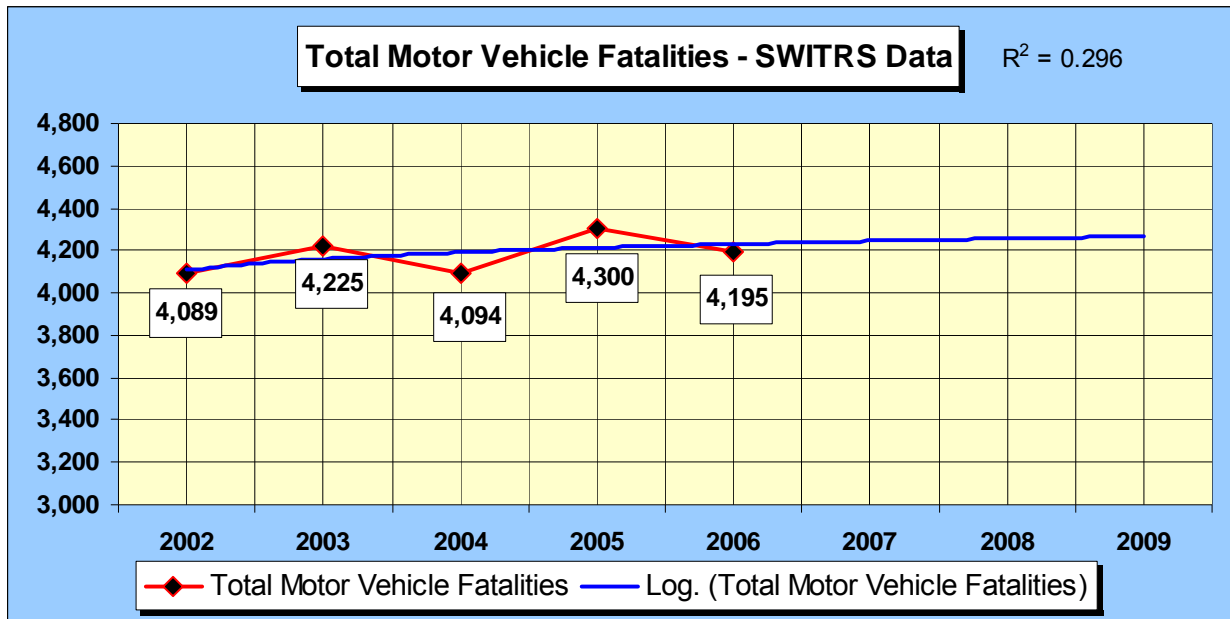
#### IMPACT PROGRAMS/STRATEGIES

- Conduct interactive traffic safety rodeos and updated presentations targeting elementary, middle and high schools, and community groups.
- Implement court diversion courses for children under 18 years of age, who are cited for violation of safety helmet compliance, pedestrian and bicycle laws.
- Actively promote safety helmet distribution and incentive programs, as well as enforcement.
- Conduct aggressive public information and education campaigns for diverse markets.

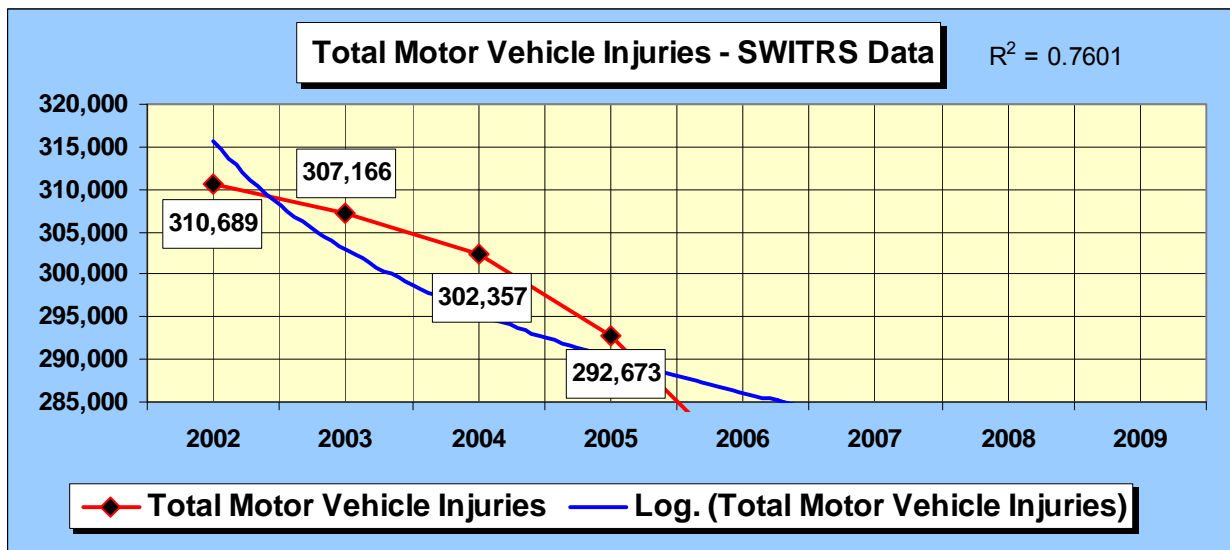
## POLICE TRAFFIC SERVICES

### STATEWIDE GOALS

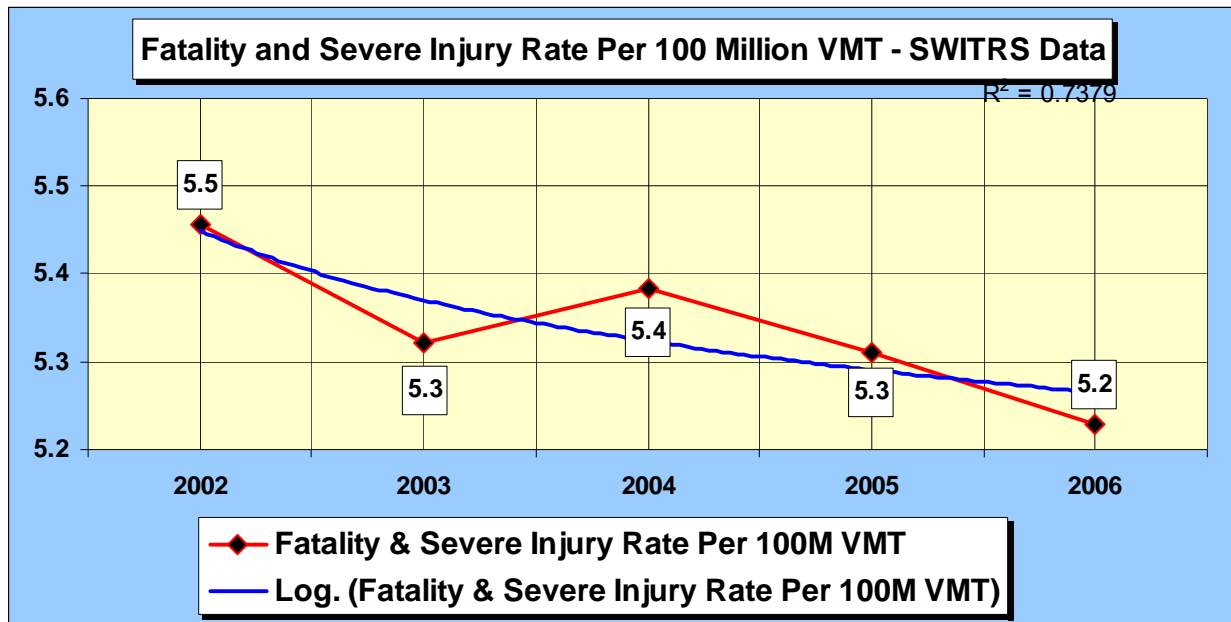
- To decrease the number of total persons killed in traffic collisions 1.0 percent from the 2004 base period of 4,094 to 4,053 by December 31, 2008.



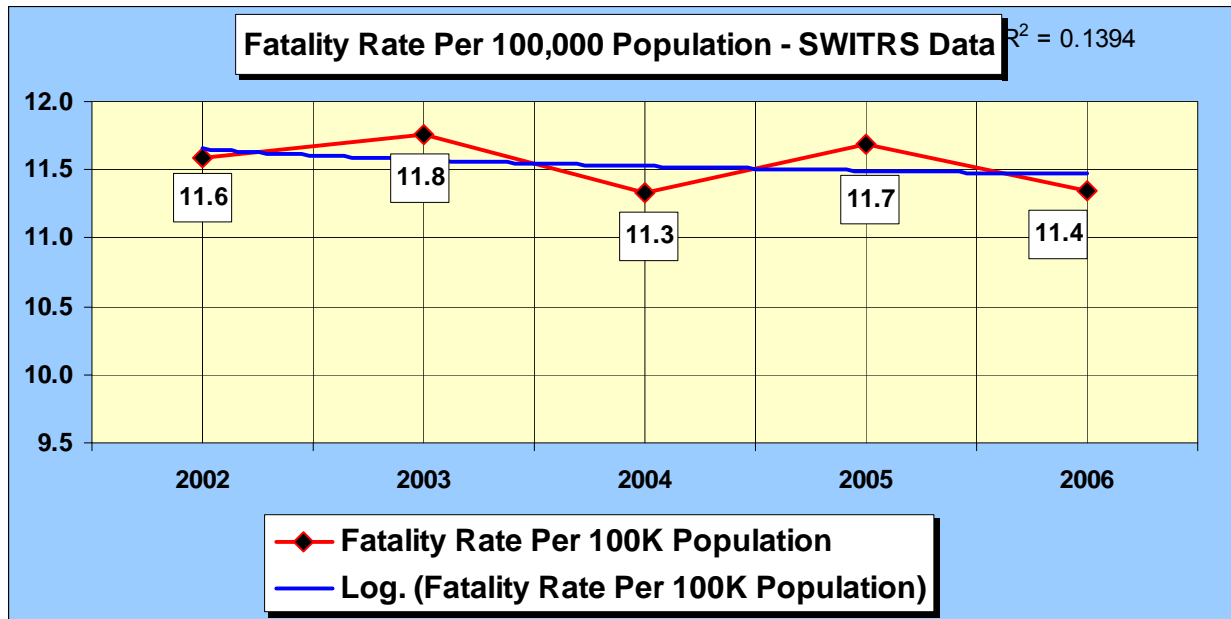
- To decrease the number of total persons injured in traffic collisions 1.0 percent from the 2004 base period of 302,357 to 290,263 by December 31, 2008.



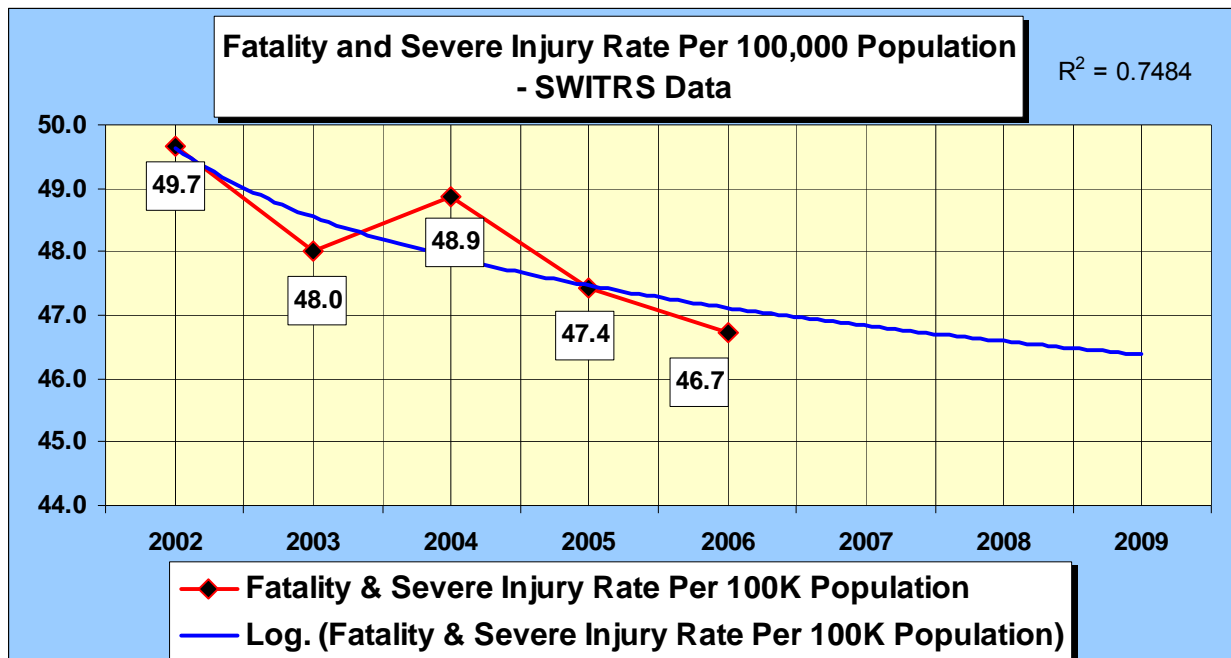
- To decrease the fatality and severe injury rate per 100 million VMT 0.2 points from the 2004 base period rate of 5.4 to 5.2 by December 31, 2008.



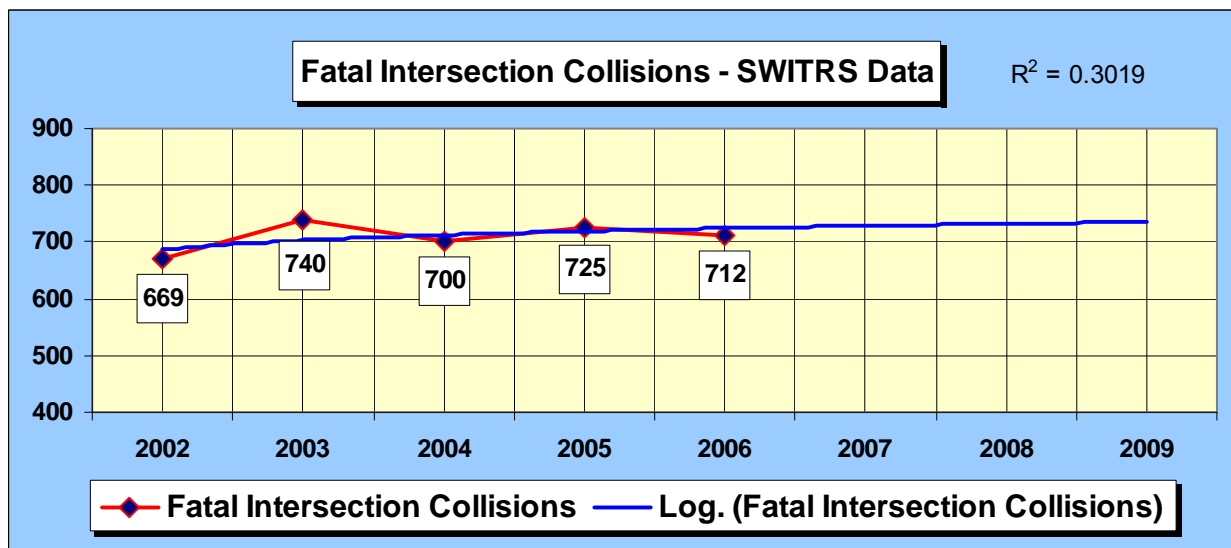
- To decrease the traffic fatality rate per 100,000 population 0.3 points from the 2004 base period rate of 11.3 to 11.0 by December 31, 2008.



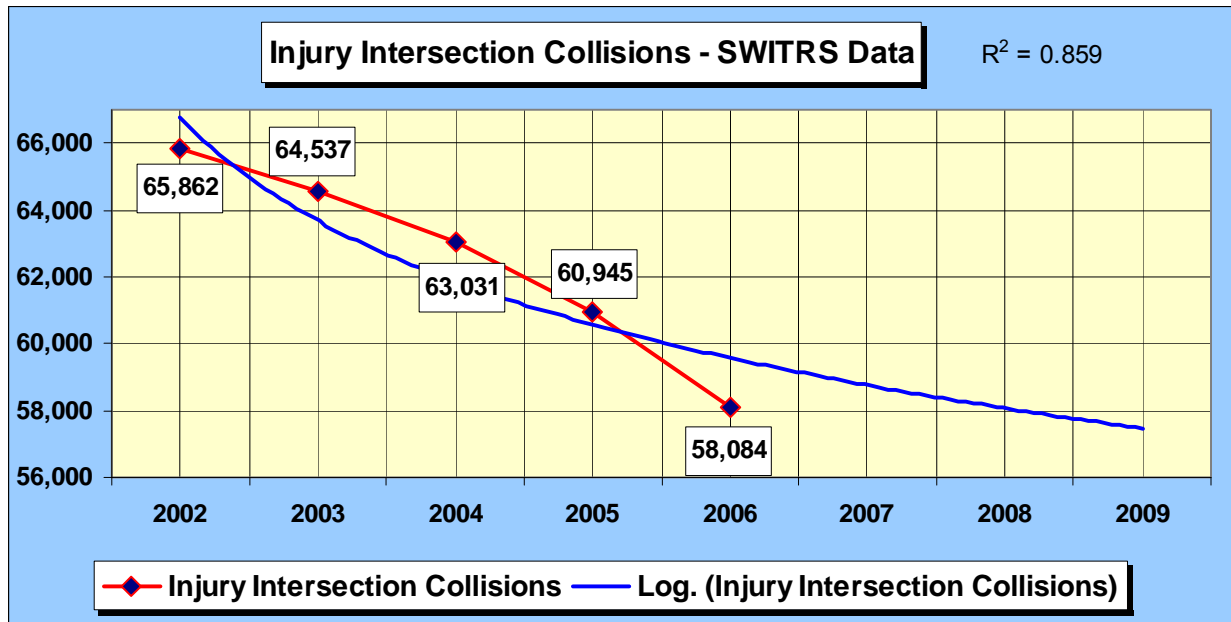
- To decrease the fatality and severe injury rate per 100,000 population 2.5 points from the 2004 base year rate of 48.9 to 46.4 by December 31, 2008.



- To decrease the number of fatal intersection collisions 2.0 percent from the 2004 base period of 700 to 686 by December 31, 2008.



- To decrease the number of injury intersection collisions 7.0 percent from the 2004 base period of 63,031 to 58,619 by December 31, 2008.



### FUNDED GRANTS GOALS

- To reduce the total number of persons killed in traffic collisions eight percent by September 30, 2008.
- To reduce the total number of persons injured in traffic collisions ten percent by September 30, 2008.

### IMPACT PROGRAMS/STRATEGIES

- To encourage police departments to track and increase their enforcement index.
- To provide funds for full-time officers, overtime, laser and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographical information systems, motorcycles, preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.
- To continue programs with the University of California, Berkeley to conduct no cost enforcement and engineering evaluations as a service to cities and counties seeking to improve traffic safety in their communities.
- To encourage the involvement of community based organizations in program planning and participation in activities to promote traffic safety.
- To use "Geographical Information Systems" to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

- To conduct Courthouse and Probation Office sting operations of traffic offenders with licensure sanctions who fail to obey their suspension or revocation of licensure.
- To fund “Corridor Safety Programs” that select corridors based on data identifying them as having a disproportionate number of collisions, convene a task force, identify factors contributing to the traffic safety problem(s), develop an action plan, and implement identified solutions.
- To continue illegal street racing enforcement and training programs.
- To address aggressive driving through enforcement targeting aggressive driving behavior that leads to crashes.
- To continue neighborhood speed alert programs.
- To fund programs to provide outreach to older California drivers, including presentations, demonstrations, and events focusing on driver, pedestrian and child restraint safety with an emphasis on grandparent participation.
- To promote traffic enforcement training for patrol officers.
- To continue to deploy visible display message/radar trailers.
- To continue the level of traffic safety benefits provided by CHP and local agency helicopter programs.
- To implement a statewide program to focus patrol and enforcement efforts on the most frequent primary collision factors.
- To increase occupant restraint enforcement operations and include information on correct usage as well as publicity to raise public awareness of the law and its enforcement.
- To urge judges to support strict enforcement of occupant protection laws; providing information at judges’ conferences and traffic adjudication workshops.
- To conduct child safety seat “checkups” to educate parents and caregivers on correct child safety seat usage.

## **ADMINISTRATIVE GOALS**

### **COMMUNITY BASED ORGANIZATIONS (CBO)**

#### **STATEWIDE GOALS**

- To effectively conduct a strategic, broad-based CBO funding plan through “umbrella” local and state governmental agencies.
- To award mini-grants to CBOs promoting traffic safety throughout their community.
- To assist CBOs capacity-building efforts by sponsoring grant writing and media advocacy workshops, and traffic safety training.

#### **IMPACT PROGRAMS/STRATEGIES**

- Explore and implement new strategies to sustain CBO involvement and contributions to traffic safety (e.g., radio talk shows, novellas, secondary and ethnic newspapers outreach, parent training through churches, vocational schools, youth athletic leagues, adult athletic leagues, community centers, and pre-natal care centers).
- Plan, facilitate, and evaluate round table meetings for grantees’ CBOs to focus current efforts and topics, emerging issues, and showcase local grants.
- To conduct regional media kick-off events for the CBOs and their host agencies.
- To partner with CBOs in developing traffic safety art programs, pedestrian and bicycle safety programs, anti-DUI programs, seat belt programs, and other innovative programs targeting teens, multicultural, and low income communities addressing neighborhood traffic safety programs.
- To distribute and properly install child safety seats in cars of people in need.
- To distribute and properly fit bicycle helmets to people in need.

### **EMERGENCY MEDICAL SERVICES (EMS)**

#### **STATEWIDE GOALS**

- To improve emergency medical services to traffic collision victims in rural California communities by identifying and supporting programs that facilitate the delivery of quality emergency services within the “critical hour.”
- To improve California’s emergency medical services delivery system through the replacement of outdated and unreliable emergency vehicles and equipment.
- To continue to assess and improve California’s emergency medical services communications system.

## **FUNDED GRANT GOALS**

- To design a pilot EMS communications system that will interface with all EMS service providers (dispatch center personnel, ambulance companies, hospital emergency departments) and local public safety agencies using advanced communications technology by September 30, 2008.

## **IMPACT PROGRAMS/STRATEGIES**

- To provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.
- To provide 25 percent of the cost of ambulances or rescue vehicles.
- To seek innovative low cost approaches to First Responder, EMT and Paramedic training and certification programs for rural areas.
- To promote State certified training programs.
- To promote bystander-training programs.
- To assist with the development, and upgrade of outdated and unreliable EMS communication systems.
- To promote partnerships to support and coordinate comprehensive and integrated injury control systems.
- To promote public/private partnerships.
- To promote community involvement in traffic safety.
- To provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology and similar high-tech automobiles and devices.

## **ROADWAY SAFETY/TRAFFIC RECORDS**

### **FUNDED GRANTS GOALS**

- To establish Citywide and Countywide Geographic Information Systems (GIS) and/or other Automated Collision Analysis Systems including hardware, software and network cabling or other linking media to enable data sharing between enforcement agencies, Departments of Public Works and other related agencies.
- To ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- To improve the Traffic Engineering Department's customer service by reducing the time required to produce and track collision reports and also by reducing by 50 percent the time that it takes to identify and analyze high collision locations. The corresponding salary savings are to be tracked and reported.

## **IMPACT PROGRAMS/STRATEGIES**

- Continue to provide funding for In-Roadway Warning Lights (IRWL's) to alert motorists to the presence of pedestrians on roadways off the Federal Aid System.
- Continue funding for Speed Feedback Signs in conjunction with increased law enforcement to actively engage motorists and apprise them of their vehicle speed and the allowable speed limit on roadways off the Federal Aid System.
- Encourage grants that involve multi-agency/multi-municipality data systems and to fund cooperative goals including data sharing and resource and data pooling.
- Train roadway maintenance and construction workers in the safe handling of traffic through Construction and Maintenance Work Zones.
- Ensure engineering and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate and analyze critical traffic safety issues.
- Support automation grants to reduce report preparation time and to reduce the lag time between incident and system input.

## **LEGISLATION**

### **GOALS**

- To ensure California maintains current levels of federal highway safety grant funds through ensuring the efficacy of existing State statutes.
- To secure additional federal highway safety grant funding for California through actively pursuing new traffic safety statutes and enhancements of those statutes that already exist, as necessary.

## **IMPACT PROGRAMS/STRATEGIES**

- Monitor and track all traffic safety related legislation in California and national legislation affecting the State and Community Highway Safety Program such as:
  - Implementation of passenger restraint system on school buses.
  - Installation of ignition interlock devices for DUI suspended licensed drivers.
  - Helmet usage for scooters and skateboards for persons operating or as passenger under 18 years of age.
  - Require children eight years of age or less or who weigh less than 80 pounds to be restrained in a proper car seat.
  - The Traffic Safety Law Enforcement Campaign Act to provide three high-visibility traffic safety law enforcement campaigns each year.

## **PUBLIC RELATIONS, ADVERTISING AND MARKETING GOALS**

- OTS Public Affairs will continue to aggressively pursue successful local, regional and statewide traffic safety programs and campaigns that have an impact on behavioral change, foster positive relationships, and create effective traffic safety education and outreach programs.
- Safe driving practices is the message of all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.
- OTS Public Affairs supports the Office of Traffic Safety's mission of reducing fatalities, injuries and economic losses that result from motor vehicle crashes.

## **IMPACT PROGRAMS/STRATEGIES**

- Local and Regional media: Public Affairs works directly with all OTS grantees in the development of media materials including news releases, coordination of events, and specialty articles for publication – all designed to garner increased earned media. OTS Public Affairs works directly with media outlets as a resource for accurate, timely, and expert information on cogent traffic safety issues.
- Current Campaigns: These activities also surround various campaigns, including “Click It or Ticket,” the state’s flagship seat belt compliance campaign, “Drunk Driving Over The Limit, Under Arrest” and Holiday DUI Crackdown; and various regional “Avoid” DUI campaigns targeting the drinking driver.
- Advertising/Marketing: Public Affairs assists statewide and national media in anti-DUI campaigns and initiatives and promotes seat belt use by partnering with the National Highway Traffic Safety Administration, the California Highway Patrol, the California Department of Transportation, and law enforcement agencies throughout California. Through its Sports and Entertainment Marketing, OTS Public Affairs targets demographics with anti-DUI and occupant protection messages.
- All campaigns and strategies include marketing to underserved segments of California's population.

## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## **CERTIFICATIONS AND ASSURANCES**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,

- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;

(h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988 (49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted:
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

## **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

## **POLITICAL ACTIVITY (HATCH ACT)**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees."

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including sub-contracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

## **RESTRICTION ON STATE LOBBYING**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility  
Matters - Primary Covered Transactions**

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility And Voluntary Exclusion - Lower Tier Covered Transactions**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



\_\_\_\_\_  
*Governor's Representative for Highway Safety*

\_\_\_\_\_  
*August 21, 2007*

*Date*

## HIGHWAY SAFETY PROGRAM COST SUMMARY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
FEDERAL HIGHWAY ADMINISTRATIONSTATE: CALIFORNIA  
NUMBER: 2008-00DATE: 10/01/07  
PAGE: 1 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/ DECREASE	% CHANGE	CURRENT BALANCE	
163-AL-08	1,879,018.00		TBD					0.00
163-PS-08	81,000.00		TBD					0.00
163-PT-08	6,136,053.96		TBD					0.00
163-RS-08	2,000,500.00		TBD					0.00
SUBTOTAL	10,096,571.96		0.00					0.00
164-AL-08	20,053,976.08		TBD					10,752,725.59
164-PA-08	652,907.00		TBD					0.00
SUBTOTAL	20,706,883.08		0.00					10,752,725.59
164-HE-08	0.00		TBD					0.00
SUBTOTAL	0.00		0.00					0.00
402-AL-08	4,977,702.44		TBD					4,165,791.44
402-CB-08	161,154.88		TBD					161,154.88
402-EM-08	2,747,732.85		TBD					2,747,732.85
402-MC-08	6,500.00		TBD					0.00
402-OP-08	3,942,224.50		TBD					3,229,029.50
402-PS-08	2,371,446.05		TBD					1,851,353.05
402-PT-08	9,069,397.71		TBD					8,022,015.71
402-PA-08	3,971,981.00		426,000.00					0.00
402-RS-08	402,678.26		TBD					209,178.26
402-TR-08	372,991.00		TBD					0.00
SUBTOTAL	28,023,808.69		426,000.00					20,386,255.69
FORWARD	58,827,263.73		426,000.00					31,138,981.28

STATE OFFICIAL AUTHORIZED SIGNATURE:  
NAME: TITLE: Director  
DATE: 10/1/07

HS FORM 217 (REV 9/93)

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:  
NAME:TITLE:  
DATE:

EFFECTIVE DATE:

US DEPARTMENT OF TRANSPORTATION

HIGHWAY SAFETY PROGRAM COST SUMMARY

OMB NO 2127-0003

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STATE: CALIFORNIA

DATE: 10/01/07

FEDERAL HIGHWAY ADMINISTRATION

NUMBER: 2008-00

PAGE: 2 OF 2

PROGRAM AREA	APPROVED PROGRAM COST	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	FEDERALLY FUNDED PROGRAMS				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE/DECREASE	% CHANGE	CURRENT BALANCE	
405-OP-08	4,796,792.00		TBD					128,084.00
405-PA-08	63,335.00		TBD					0.00
SUBTOTAL	4,860,127.00		0.00					128,084.00
406-CB-08	237,917.00		TBD					237,917.00
406-EM-08	92,415.00		TBD					92,415.00
406-PS-08	92,578.37		TBD					92,578.37
406-PT-08	7,003,703.29		TBD					4,626,770.69
406-PA-08	1,633,086.00		TBD					0.00
406-RS-08	41,082.00		TBD					41,082.00
406-TR-08	496,285.72		TBD					103,150.00
SUBTOTAL	9,597,067.38		0.00					5,193,913.06
408-TR-08	3,545,425.00		TBD					0.00
SUBTOTAL	3,545,425.00		0.00					0.00
410-AL-08	19,701,903.96		TBD					10,363,085.96
410-PA-08	258,253.00		TBD					0.00
SUBTOTAL	19,960,156.96		0.00					10,363,085.96
2010-MC-08	126,429.00		TBD					126,429.00
SUBTOTAL	126,429.00		0.00					
TOTAL	96,916,469.07		426,000.00					46,824,064.30

STATE OFFICIAL AUTHORIZED SIGNATURE:  
NAME: 

TITLE: Director

DATE: 10/1/2007

FEDERAL OFFICIAL AUTHORIZED SIGNATURE:  
NAME:

TITLE:

DATE: